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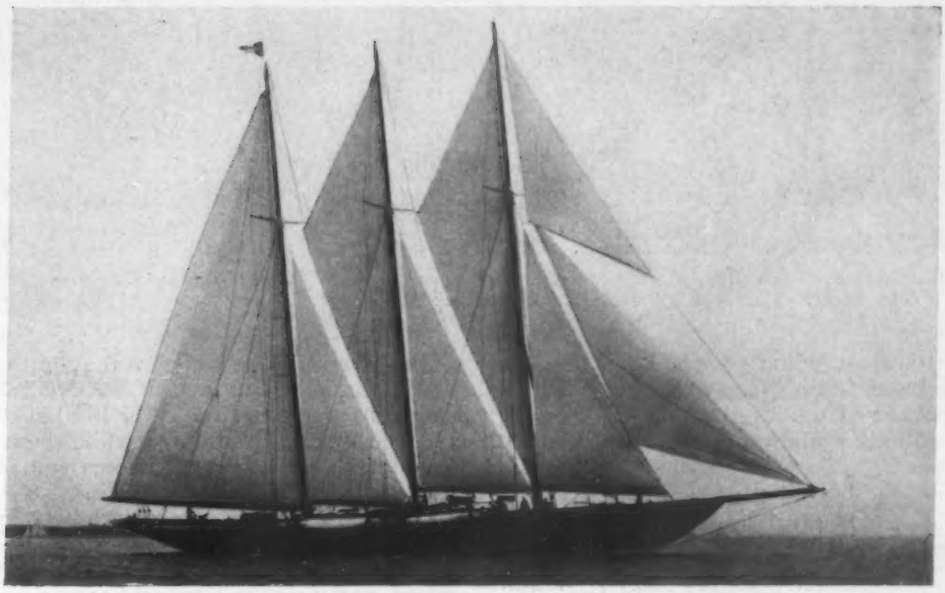


Ailee, owned by Madame Heriot. She finished second in the Plymouth-Santander Ocean Race but lost the place to *Cetonia* on corrected time.

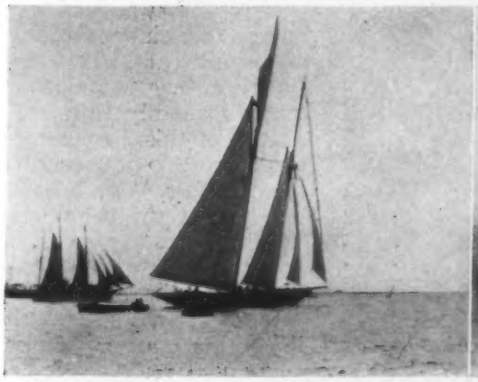
The Plymouth-Santander Race is Inaugurated

By WESTON MARTYR

OCEAN racing on this side of the Atlantic seems to be slowly but surely gaining the popularity it deserves. It is four years ago since seven British yachts started in the first Fastnet Race; and the Fastnet Race is now an institution. America and France have sent their ocean racers to compete against our boats (and sometimes to beat them) and now Spain and Germany have joined in the game. This year, in addition to the Channel and Fastnet races, we saw three Spanish yachts, three French, seven British and one German racing from Plymouth across the Bay of Biscay to Santander.

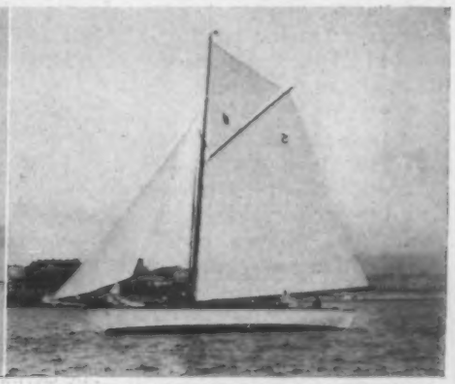
In 1924, when the writer commenced to agitate for an ocean race in these waters, he was surprised to find himself faced with a deal of hostile opposition. But he had hopes and dreamed dreams — some of which have since been realized. But not all. A favorite dream is the vision of a fleet composed of the national types of small craft from all the European maritime nations racing hard round the Fastnet, with one or two Yankee schooners somewhere in the van. This is still only a dream — but it is not so hard to visualize as it once was. It is not mere rumor that in 1930 the Swedish, Dutch, French and Spanish flags, as well as the British, will be flying in the Fastnet Race. Will the Stars and Stripes be there as well?

Fourteen yachts started in the Plymouth-Santander races on August 26th. These races were organized by the Real Club Maritimo de Santander in conjunction with the Ocean Racing Club, one being for yachts exceeding 60 feet LWL, and the other for boats more

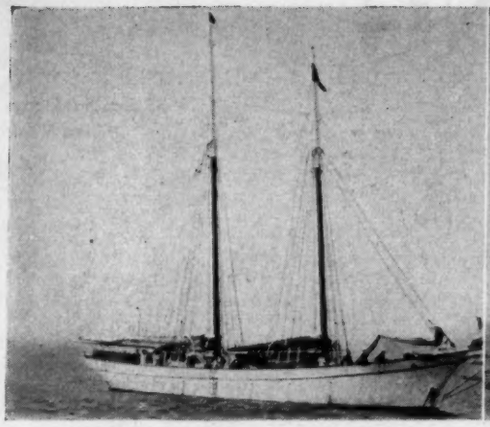


Maria Del Carmen Ana, winner in the large class, starting from Plymouth.

The veteran ocean racer *Jolie Brise*, winner of the Queen of Spain's Cup.

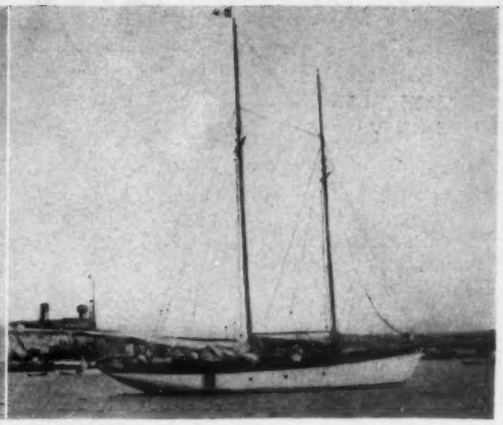


Neptune before the start for Santander. She is an Anker-designed cutter.



Serva La Bari is an ex-Dutch pilot schooner.

Guerveur was also a contender in the Fastnet Race.



La Railleuse is built on the lines of the Loire pilots.

than 35 feet and not exceeding 60 feet LWL. The big class raced for King Alfonso's Cup and the small class for the Queen of Spain's Cup.

The starters and time allowances (O.R.C. formula) were as follows:

		First Class	
Maria del Carmen Ana	Sch.	Don H. Echevarrieta	Scratch
Ailee	Sch.	Madame Heriot	2:17:45
Cetonia	Sch.	Lord Stalbridge	4:13:45
Serva la Bari	Sch.	Don N. Goizueta y Diaz	19:56:15
		Second Class	
Maria del Carmen	Sch.	Don Pedro Careaga	Scratch
Avocet	Yawl	Mr. E. D. Guiness	0:29:0
Ettsi IV	B. Ketch.	Herr. Wilhelm Wolfing	3:08:30
Guerveur	Yawl	Baron A. de Neufville	3:37:30
Neptune	Cutter	Lt. Col. G. L. Chambers	3:59:15
La Railleuse	Sch.	Mons. Jean Lefranc	5:48:0
Grey Fox	Ketch	Mr. H. Newglass	7:36:25
Jolie Brise	Cutter	Mr. R. Somerset	10:38:0
Ilex	Yawl	Royal Engineers' Yacht Club	11:07:0
Magnet	Cutter	Dr. W. Frothingham Roach	18:22:0

Maria del Carmen Ana, the scratch boat in the big class, is none other than that well-known racing schooner, the ex-Kaiser's ex-*Meteor*. She carried her full-sized racing rig and 16 paid hands to handle it.

Ailee is a three-masted schooner, built by Camper & Nicholson last year. She is much under-rigged and what sails she has are queer. Her mizzen is a Bermudian sail, while above her main and mizzen staysails are triangular sails after the manner of Fritz Fenger's "main trysail" rig which was first described in YACHTING three years ago.

Cetonia: Lord Stalbridge, having tasted blood and salt in the famous race against *La Goleta* in his first yacht, *Tally Ho*, has now gone in for a three-masted schooner of pseudo-staysail rig. *Cetonia's* rig is the same as *Ailee's* except that she has an extra jib. Her fore and main "jiblets" sheet to horses fitted to the foreside of the main and mizzen cross-trees, which are reinforced by steel flanges on their after sides.

Serva la Bari is an ex-Dutch pilot schooner and she looked a somewhat strange vessel to be racing in the same class as the lofty ex-*Meteor*. It is obvious that *Serva la Bari* was never designed to go racing. She is the kind of comfortable craft beloved by the Dutch, and while she could be counted upon confidently never to drown you, she might, I feel, quite easily starve you to death.

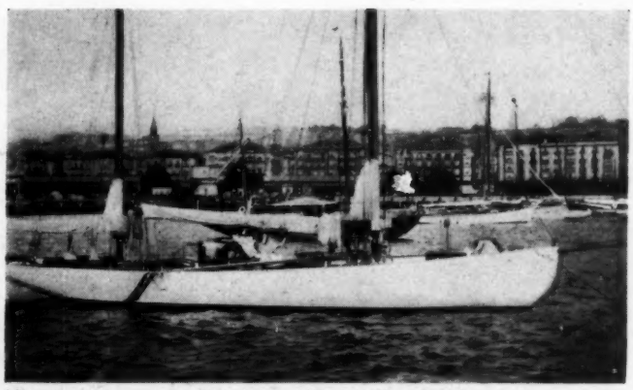
Maria del Carmen, the scratch boat in the small class, is a steel schooner with a Bermudian mainsail and a gaff foresail. She has not a world-wide reputation for speed, and if you or I owned her we would avoid talking about her capabilities to windward and confine ourselves to boasts about what she could do with a fresh breeze on her quarter. She is that sort of boat.

Avocet is an able, old-fashioned, straight-stemmed, well-built yawl and is really fast if only she can get a gale of wind behind her. Otherwise not.

Ettsi IV is the first small German yacht to sail in recent ocean races and therefore very welcome. She is a Bermudian ketch and appeared to be a very stiff, able craft, but not fast unless with a hard fair wind.

Guerveur is the yacht, built on the lines of a Loire pilot yawl, which was scratch boat in this year's Fastnet Race, and which finished last. She is fast off the wind in a good breeze. (I regret that I have to keep on saying the same thing; but facts are facts and, at least, I try my best to vary the wording.)

Neptune is that powerful, fast-appearing cutter designed by Anker, which looked as if she ought to have beaten *Niña* last year and *Jolie Brise* this year in the Fastnet Race — but didn't. At the start of the Santander Race she looked as if the Queen of Spain's Cup was hers for the taking. As she again failed, it is beginning to seem clear that *Neptune's* looks are deceptive.



The German entry, *Ettsi IV*, a Bermudian ketch, at the mooring ground in Santander.

Grey Fox was a long, narrow ketch when she was built and she has since been lengthened some more. Probably in consequence of this, her underwater lines do not seem to be quite fair. With a hard wind abaft the beam she — (By this time you must know the rest of that sentence by heart).

Jolie Brise is as well known on your side as on this and I really have no

(*Continued on page 114*)

Photos by M. Rosenfeld

A big fleet of Class C outboards, away at the crack of the gun in the Middletown Intersectional Regatta on the Connecticut River.

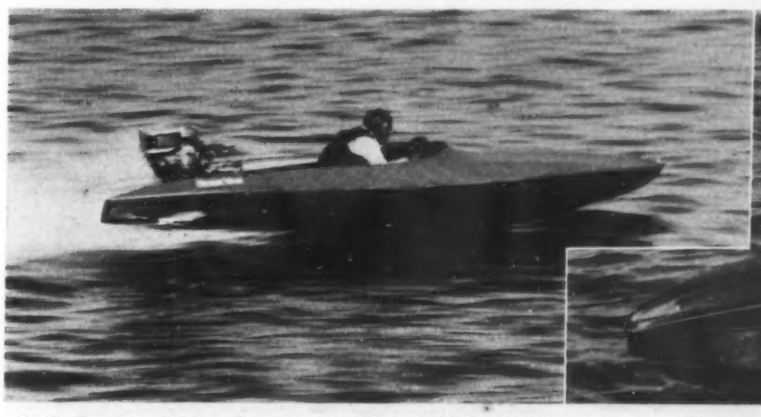
Outboard Championships Wind Up Racing Season in the East

Middletown and Boston Stage Big Regattas in New England

By HERBERT L. STONE

AFTER a summer of hard racing, which saw some exceptionally fast times hung up, and several new records in the various classes, the climax of the season in the East came late in September and early in October with the two big sectional outboard events at Middletown and Boston. The former of these was the Intersectional Championship Regatta at Middletown, Conn., where the pick of the New England and the Middle Atlantic Outboard Association fleets met on the Connecticut River, on September 20th and 21st, while the other was the National Outboard Championships, run off on the Charles River Basin, in the heart of Boston's exclusive Back Bay section, on October 4th and 5th.

As far as a successful outboard regatta goes, the two-day regatta on the Connecticut eclipsed anything seen this year. Held under the auspices of the Middletown Yacht Club, the conditions were ideal. The course could not have been better chosen, either from the contestants' or the spectators' point of view. With well-protected waters in a bend of the river, and the wooded Connecticut hills for a background, the location was ideal, and the efficient committee left nothing to be desired in the arrangements. Unusually fast time was made, but, unfortunately, the surveyors who laid out the two-and-one-half-mile course slipped up somewhere, and when the records began to tumble with the very first race, and kept on tumbling throughout the two days, some of the skeptics began to have doubts. So the course was resurveyed after the shouting was all over and found to be 1500 feet short on each lap, or 3000 feet for the two laps.



L. E. Preston driving *Ceestepper III* at Middletown.

Franklin Overton winning the Class D novice event.

At that, it is probable that several records would have been broken if the time had been figured for the actual distance of the course, but by reason of the error, none of the times turned in were allowed. For instance, Al Buffington in a Cute Craft with a Johnson Class B motor was clocked at 42.45 m.p.h. In Class C *Defy IV*, with a Caille motor, driven by J. H. Ladew, Jr., was credited with 43.48 for 10 miles, and a Kelly boat with an Evinrude motor, with 43.27 for five miles. In Division D, L. E. Preston, driving *Ceestepper III*, Johnson powered, turned in 47.62 m.p.h. These speeds were great enough to make it probable that record time was made even with the short course. But it was not to be.

Start of the Unlimited Class in the Outboard Championships on the Charles River Basin, Boston.

Governor Trumbull, of Connecticut, makes his debut at outboarding.

A feature of the regatta was the presence of Governor Trumbull, of Connecticut, on the first day of the racing. In fact, the Governor raced in the outboard runabout class, being piloted by Frank Blanky in one of George Crouch's new family runabouts.

Here is how the first and second boats fared on points for the two days, the times being omitted.

MIDDLETOWN RESULTS

Class			Boat	Driver	Engine	Points
A	Div.	I	*Mangler*	Mrs. M. Hickey	Lockwood	761
			Flatiron	J. N. Sullivan	Lockwood	761
A	Div.	II	*Warm & Anxious*	Arthur Sutherland	Lockwood	800
			Ironing Board	Carl Mason	Lockwood	685
B	Div.	I	*Wilkie's Wasp*	J. Coleburn	Johnson	761
			Short Circuit II	Earl Thomas	Johnson	724
B	Div.	II	*Ironing Board*	Carl Mason	Lockwood	761
			Baby Whale	M. H. Eldridge	Johnson	578
C	Unlimited		*Defy IV*	J. H. Ladew, Jr.	Caille	400
			Zip II	W. C. Schanz	Evinrude	361
C	Div.	I	No Name	W. K. Bell	Evinrude	800
			Short Circuit II	E. R. Thomas	Johnson	613
C	Div.	II	*Zip II*	W. C. Schanz	Evinrude	761
			Miss Glen Cove	J. H. Gregory	Evinrude	724
			Miss Cuff	E. H. Patterson, Jr.	Evinrude	613
D	Div.	I	No Name	Franklin Overton	Johnson	761
			I'm Alone	E. D. Widegren	Johnson	761
D	Div.	II	*Baby Whale*	M. Eldridge	Johnson	761
			Ceestepper III	L. H. Preston	Johnson	724
B & C Ladies			*Vampire*	Helen Hentschel	Evinrude	800
			Zev	Mildred Hickey	Evinrude	722
E	Div.	II	*Wasp II*	Julian Williams	Johnson	400
			Baby Whale	F. Myers	Johnson	361
Unlimited,	Div.	III	*Baby Whale*	F. Myers	Johnson	400
			Miss Crystal Lake	Carl Mason	Johnson	361
Family Runabouts			*Baby Whale*	Ted Rogers	Johnson	724
			Mangler	Russell Stearns	Lockwood	689

In the Boston event, strong nor'west winds put a quietus on the racing the first day, and though the wind eased off a bit for the second day, it was still too rough for fast time, though the choppy seas furnished plenty of thrills for the spectators, as there were capsizes in almost every heat. And if anyone thinks going overboard in the Charles River Basin in October is a pleasureable experience, let him talk to some of the racing drivers who took a flop on that blustery day.

A good sized fleet was on hand — the pick of those who survived Middletown, and a number of other hardy souls. Frank Wigglesworth was in charge of the proceedings and did all that he could do, with the wind and water conditions what they were. Ten championship events were to be decided. Owing to the postponement of all but the family outboard class on the first day, all of these were run off on the second day of the meet. The family outboards have few restrictions except that

(*Continued on page 120*)

Jake Dunnell, in *Flash IV*, won both heats of Class D, Division 2.

Doug Haskins, driving *Toodleoo*, qualified as a rough rider.

The Cruise of the *Alice*

Part III — From the Virgin Islands to Martinique, Our Southernmost Point

By HENRY HOWARD

Saba and Statia against the sunrise.

THE delight of sailing before the trade wind can be realized only through actual experience. In our run from Long. 64° and Lat. 25°–25′ to the Virgin Islands, the wind was about two points abaft the beam, so we did not experience the tiresome rolling which E. G. Martin mentions in crossing the ocean in *Jolie Brise*, with the trade wind dead aft.

We were now eight days out. The trip, instead of proving strenuous and tiring was quite the contrary, with watches of four hours on duty and eight hours off. It gave everyone plenty of time for sleep, which makes all the difference in the world in the enjoyment of a trip of this sort. By this time all seasickness had disappeared and everybody was in the best of spirits.

On Friday, December 14th, we were rapidly approaching the Virgin Islands — at least according to the observations we had taken. During the morning and early afternoon, Gilpin and I had taken eight sights, two of them noon latitudes and the others position lines by the Weems method. All but one checked fairly well and we figured that Virgin Gorda was due south and changed our course to this direction at 10:30 A.M. The last afternoon sight was taken about 3 P.M. and when we had figured this up and plotted the position on the chart, we came to the conclusion that Virgin Gorda must be in sight and called to the deck for someone to look straight ahead, not near the horizon, but up in the sky. A few moments afterwards a shout came down that land was in sight. Previously we had been looking close to the water, but with land at considerable distance, that is to say, high land, it can nearly always be seen first at some distance above the horizon, where the air is clearer.

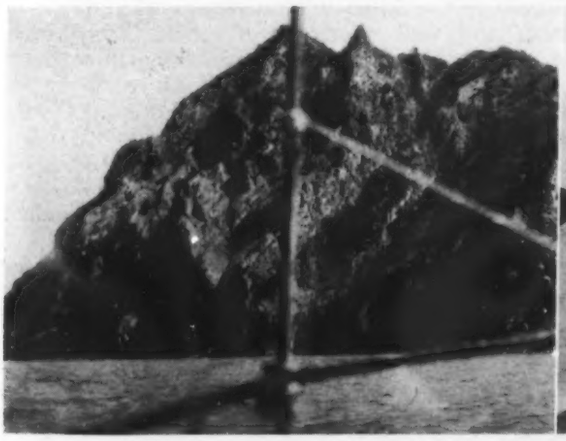
This was most satisfactory, as we had dreaded making a landfall after dark, since the lights in this locality are few and far between. We decided to run into St. Thomas through Virgin Passage, which seemed to be reasonably well lighted, and long before dark we had jibed over and were running parallel with the Virgin Islands in the direction of Porto Rico on a course west by south. At 8:15 P.M. we jibed again and headed straight in for Culebrita Island light on a south southwest course and sighted this right ahead at 10:30 P.M. With Culebrita light in sight, we felt we had practically reached our destination. We were still running under sail alone.

After getting through Virgin Passage we still had about 12 miles to go to windward, but as we were not anxious to get in before daylight we did this under sail and were abreast the entrance of the beautiful harbor of St. Thomas at about dawn, although still some distance offshore to avoid the outlying rocks and small islands.

Under the lee of the island the wind was very light early in the morning and I shall never forget the beauty of the place as we sailed in slowly. The Harbor Master came out to meet us before we anchored and directed us to a convenient berth within easy hailing distance of the landing place.

St. Thomas is a most desirable place to get supplies of all kinds. Diesel engine oil is obtainable in any quantity at the oil dock where they are rigged for supplying huge quantities to large vessels. Here we were treated with the greatest courtesy, although the quantity that we took was very small. Rain water can also be obtained at the same dock and we were glad to fill our tanks again.

I understand that the water is safe to drink but we did not try it as we had a special tank for drinking water. This contained 45 gallons and was refilled from one of our other tanks with water from the United States just before going into the dock at St. Thomas.



Passing the southwestern end of Saba.

The landing at Saba is made in native surf boats.

The harbors of Charlestown, in Nevis, and Plymouth, in Montserrat.

The *Alice's* water tanks are all made of copper, coated with tin on the inside, and connected with tin-lined brass pipes so that water keeps perfectly clear and pure indefinitely. I then have a piece of hose which can be fastened to the cock on the galley pump and through the regular piping system can pump out of any tank desired, and then by means of the water hose can deliver this water into any other tank.

The 45-gallon water tank is not connected with the other piping system but is high enough so that all the water can be drawn out of it through a pinch cock. It is only taken out as needed for drinking purposes. This has worked out most satisfactorily and enables us to use American drinking water for nearly two months after leaving the United States. We accomplish this result by juggling the water in the different tanks. We start, of course, with all tanks full of good drinking water. Then, at the first opportunity to fill our water tanks, we first pump over enough good water to refill our 45-gallon drinking water tank. The empty tank is then filled with water that is good enough for washing and cooking purposes. These other tanks are all connected with the galley pump, but each tank has an independent locked shut-off valve, and the only key is in my possession, so that it is impossible for anyone else to turn them on or off. Of course, as soon as good water is again obtainable, all tanks are emptied, washed out and refilled and the cycle starts over again. By this system, in case of necessity, all tanks except the drinking water tank may be filled with water that we would not trust for drinking purposes but which is perfectly satisfactory for cooking and washing.

There is another interesting point which we have worked out in connection with obtaining drinking water in doubtful places. As a general rule, the artificial ice plants distill the water which they use, as otherwise the ice will not be clear. A little investigation will indicate whether the ice is made in this manner in a particular place. If it is, then all that is necessary to get distilled water in your tank is to buy two or three cakes of ice, break them up into small pieces and introduce them through the handhole of the tank where they will melt in a comparatively short time. In one or two of the islands they also sold distilled water from their ice plants but charged two or three times as much per hundred pounds for the distilled water as they did for the ice made from it, and in addition there was the price for the bottles in which it was delivered. This is a useful thing to remember, not only in the West Indies, but in any place where the water is doubtful and artificial ice is available. It should be remembered, however, that artificial ice is not always made from distilled water.

Saloon of *Alice*, showing the roominess below given by the raised deck.

St. Thomas harbor is described in the pilot book as one of the best in the West Indies. We learned, however, that it was by no means hurricane-proof and that in the hurricane of September, 1928, all the small boats anchored there were driven ashore on the beach, without, however, receiving any serious injury. While we were there the wind was very light early in the morning but began to come up by 10 o'clock, and in the afternoon blew quite a fresh trade wind from approximately east northeast. In the evening it would die down again.

St. Thomas impressed me as, perhaps, the best place in the West Indies for headquarters for small boat cruising. A delightful winter could be spent in that neighborhood in a 25- or 30-foot water line boat which could be shipped down easily on the deck of a steamer and unloaded at St. Thomas. There are many miles of waters among these Virgin Islands protected from the heavy swells of the Atlantic and with an abundance of interesting and well protected harbors. Sir Francis Drake Channel extends to the eastward and through its length of about 20 miles is protected from rough water. From the western end of St. Thomas Island to Gorda Sound, at the eastern end of Sir Francis Drake Channel, is about 45 miles of delightful cruising, abounding in harbors, coves, beautiful coast line and good fishing, most of it unexplored virgin country. English is spoken on all these islands.

It would take three or four months to explore these waters thoroughly and the delightful islands enclosing them. We were able only to touch the high spots. We did, however, go into Hurricane Hole which seemed as if it were almost in the center of St. John's Island, surrounded as it is by high hills on every side. This, I believe, would be a safe anchorage, even in a hurricane. We went in there with half a gale of wind blowing, and

while we could see the scud rushing by overhead, there was not wind enough at our anchorage to make us swing to our cable; in fact, we could not have gotten into the anchorage in reasonable time without the use of auxiliary power.

From St. Thomas we went straight to the cove in Norman's Island, one of the Virgin Islands, which was made famous by Fenger in "The Cruise of the *Diablesse*" and in his delightful pirate story "The Golden Parrot." This is a charming cove and though open to the westward is a smooth and safe winter anchorage with the trade winds always blowing from the east to northeast. The island appeared to be quite uninhabited; at least, we saw no one while we were ashore. The remains of a little hut back of the beach, described by Fenger, are still to be found.

In the afternoon, under sail and power, we worked to windward through Sir Francis Drake Channel, which is free from all obstructions, and put to sea through Round Rock Passage, having passed close to the famous island, Dead Chest, said to have been the inspiration for R. L. Stevenson's "Fifteen Men on the Dead Man's Chest, Yo-Ho-Ho and a Bottle of Rum." At 3:40 P.M. we streamed our log just outside of Round Rock Passage and laid a course to Saba, east southeast, to make good a course southeast three quarters east, allowing for current and leeway.

The next morning, as it grew light, we saw first some high land on our weather bow, and I feared that in spite of our liberal allowance the current had swept us to leeward of Saba. Half an hour later, however, we saw Saba broad on our lee bow. It had been hidden by a rain squall and low lying clouds. With sheets started and all sails set, we bore away for the island, thinking we might get there in time to anchor before breakfast. We soon learned, however, that distances are very deceptive in the West Indies because the land is so high — it is visible at a great distance. As a matter of fact, we did not reach the cove or landing place on the leeward side of the island until after nine and then, following the advice of a native of Saba we had met at St. Thomas, did not anchor but stood off and on waiting for the port officials to come aboard.

The reason for this advice is that there is a small patch of clay with eight fathoms of water on it which is excellent holding ground, but of very limited extent. The natives have accurate ranges on shore and can locate you right in the middle of the patch. If you miss this you are apt to get poor holding ground and as the water quickly goes off to several hundred fathoms you may easily break away during the night. This does not mean that it is a dangerous anchorage, because the wind is practically always off the land, but it would be decidedly inconvenient to wake up and find oneself

The harbor in The Saintes, seen from the fort on the hill.

at sea. Under the direction of the port officials we quickly dropped our anchor in exactly the right spot. We landed in their surf boat. Visitors should never attempt to use their own dinghies, as the landing is on small boulders and large pebbles which would smash an ordinary yacht dinghy very quickly.

There is no harbor at Saba Island, but there are two landing places, the Ladder Landing, which is on the western side of the island, about one mile north of the southwest point called Ladder Point. This landing is used during the summer when the prevailing trade wind is south of east. In the winter, however, when the trade wind is from east northeast, this landing place is too rough and is not used, and its place is taken by the south side landing, which is about half a mile east of Ladder Point on the south side of the island. This may be recognized by a small house on the shore near the water and a number of boats drawn up on the beach.

The island is an exceedingly interesting one, consisting of a single volcano with the town located in the bottom of the crater. The name of the town is Bottom, but in spite of its name it is located over 800 feet above the sea level and is reached by stone steps and a steep path through a gap in the side of the volcano. We spent the night at our anchorage, and although it was perfectly safe it was a little uncomfortable. The island is so small that the trade wind seas work around it from both sides so that at the anchorage the waves come from two directions, giving the boat a rather uncomfortable motion.

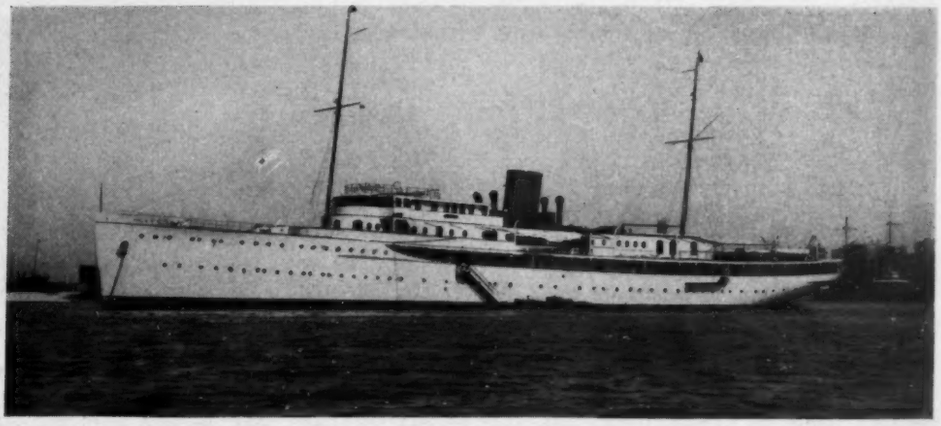
Our next port was Charlestown, in the island of Nevis. It is not necessary here to anchor as far off as the coast pilot recommends. One may approach within a short distance of the pier and anchor in about three fathoms. This is another "one-sided" harbor, but one gets accustomed to these in the West Indies as the wind blows from practically the same direction — at least in the winter season. (*Continued on page 112*)

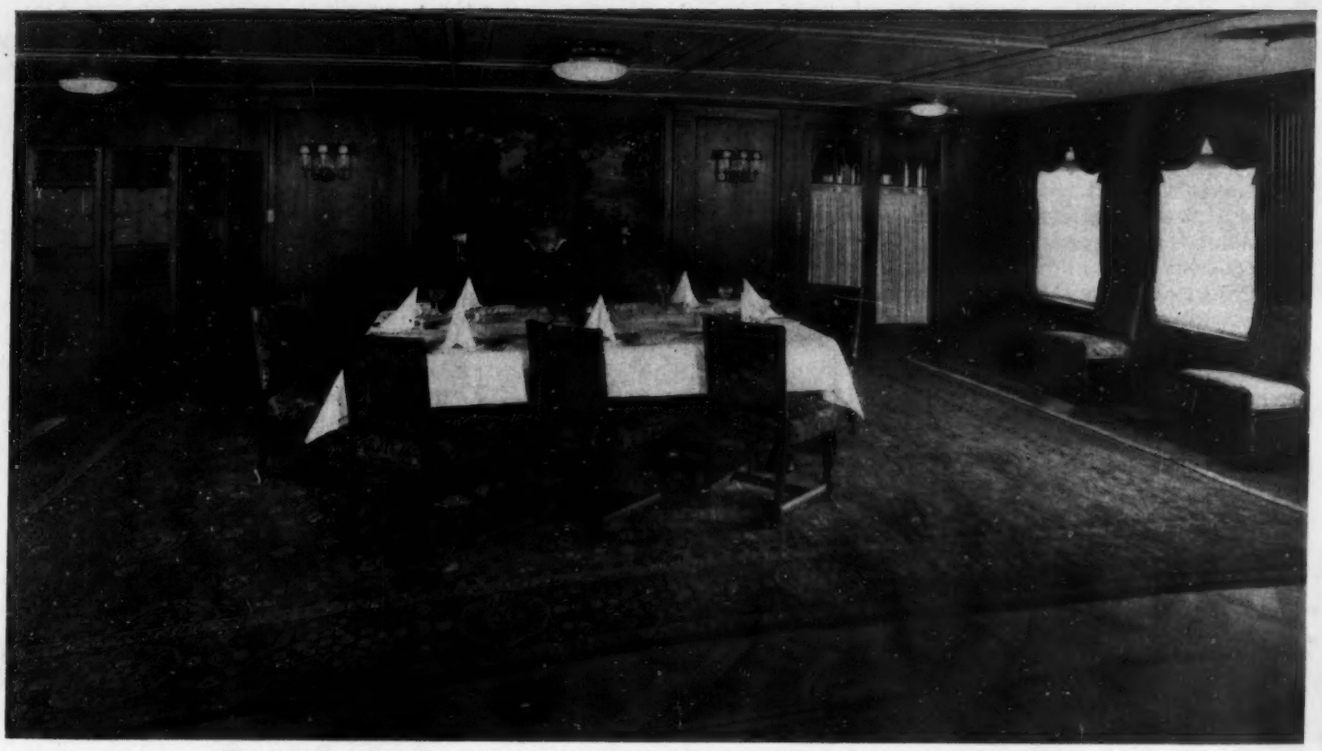
In parts of the West Indies the mountains rise to considerable heights. Soufriere, in Guadaloupe, and Mt. Pelee, in Martinique.

Orion—The Largest Diesel Yacht in the World

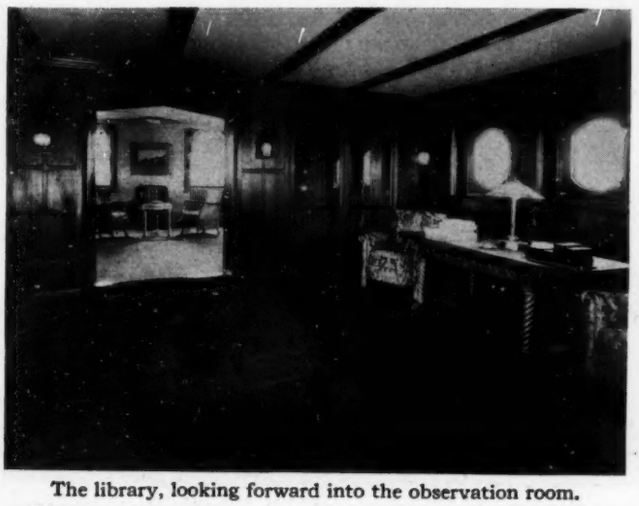
The Diesel yacht *Orion*, owned by Mr. Julius Forstmann, of New York, arrived in New York on September 19th on her maiden voyage from Kiel, Germany, during which she covered 8611 miles. The largest yacht yet built, *Orion* is 333 feet long with a beam of 46½ feet and a gross tonnage of 3096 tons. With two 1800 h.p. Diesel motors, her cruising speed is 14½ knots and maximum speed 16½ knots.

Designed primarily for extended ocean cruising, *Orion* is exceptional in many ways. She has an unusual number of living and lounging rooms and many features found only on ocean liners, such as swimming pool, gymnasium, and exceptional refrigerating facilities.





The dining room on the main deck is exceptionally attractive, with large French windows.



The library, looking forward into the observation room.

One of the double guest staterooms.

Norn, Isaac R. Edmands' "Q," won the Puritan Cup of the Eastern Yacht Club for the second successive year. (At left)

Cara Mia, a new "Q" designed by Frank C. Paine for Harold S. Wheelock, and one of the fastest 25-raters in the fleet.

Photos by W. B. Jackson

Marblehead Closes a Record Season

By LEONARD M. FOWLE

THE Marblehead season for 1929 established a record at which other centers may well aim. From the Memorial Day opening until the season's close, some 160 events crowded the summer, with more than 5,000 yachts taking part. Practically all were sailed under the colors of three clubs, the Eastern, with 55 events; the Corinthian, with 52 races, and the Pleon, which, in 45 contests, had 560 starters. In addition to these, the Boston Yacht Club, besides its annual Race Week, gave the cruising men an ocean race; the Nahant Dory Club sailed the annual match for the Manhasset Bay Challenge Cup, and there were about half a dozen other events.

The usual Marblehead conditions, so well known to yachtsmen, light to moderate southerly airs, were very much in the minority throughout this season's racing. Though two of the Corinthian championships had to be carried over a day because of lack of breeze, the season will be remembered as one of rather stronger winds than usual. The Monday race of the Eastern Yacht Club during Race Week was called off, owing to an unusually strong northwesterly blow.

As has been the custom for the last three years, the 1929 racing opened with informal contests by the Eastern Yacht Club on Memorial Day and on June 1st, the championship racing starting June 8th, under the colors of the Corinthian Yacht Club. For the remainder of the month the championship racing continued on Saturday and on the holiday of June 17th, while the mid-weekly racing of Wednesday and the Sunday events started the latter part of the month.

The first week of July brought the larger sloops and schooners to Marblehead for their only appearance of the season. Annually the big event of Massachusetts Bay for the larger racing craft is the Puritan Cup match, sailed in the Eastern's annual regatta, and won for the second successive year by Isaac R. Edmands' "Q" *Norn*. The following day the larger yachts left on the Eastern cruise, inaugurated by a long run to Rockland, Maine, and which brought them back for the disbanding at Marblehead the following week.

In the last few years a decided change has come about in the type of larger racing craft. There are two distinct classes of larger yachts, the racing craft with its power

The foreign invasion of Marblehead.

tender, aboard which lives the owner and his guests, interested in a cruise only for the sake of the racing: the other, a strictly cruising craft, whose owner cares nothing for racing and joins a club cruise only for the sake of company. To accommodate itself to the prevailing situation, the Eastern Yacht Club already has plans well laid to relegate the cruise of 1930 to the discards and substitute in its place a week of big boat racing off Marblehead. This will include the annual regatta with its Puritan Cup match, and four or five other days of sport for all racing craft of Class Q and larger. By this means the club hopes to attract to Massachusetts Bay all the larger racing sloops and schooners, including the four America's Cup defense candidates. According to present plans, this racing will be scheduled for the first of July, so that all yachtsmen wishing to participate in the annual Larchmont Race Week will have ample time to take in the Marblehead racing and have their craft back in Long Island Sound, prepared for the sport off Larchmont.

Jackanapes III, a Marblehead-Buzzards Bay one-design, owned by the Shepard Brothers.

Special events of the past season started the second week of July with the North Shore Junior Championship eliminations held by the Pleon Yacht Club, and from then until the week of racing of the same organization, following Labor Day, there was not a single day without some form of racing activity, and there were a number on which three or four different contests were sailed.

The most important of these were the international matches of the Corinthian Yacht Club with the 30 square metre craft. In these the visiting yachtsmen and their boats made a clean sweep of the sport. The German team of three boats captured the President Hoover Cup in the first five races of the 13 meetings between the foreign yachts and Marblehead craft. The other eight races were no more than stern chases after the Swedish craft *Bacchant*, wonderfully well handled by her owner, Eric Lundberg. Part of the wonderful showing of the *Bacchant*, undoubtedly, was due to her rig, which opened the eyes of Marblehead yachtsmen to the possibilities of the use of Genoa jibs with high set boom.

These international races were sailed in the latter part of August, but in the month preceding there was considerable activity. Following the North Shore eliminations, the Pleon's annual Sail Cup match for the championship of the Brutal Beasts was won by *Black Cat*, owned and sailed in a match requiring five days, by seven-year-old "Dix" Leeson and his 13-year-old sister Marion.

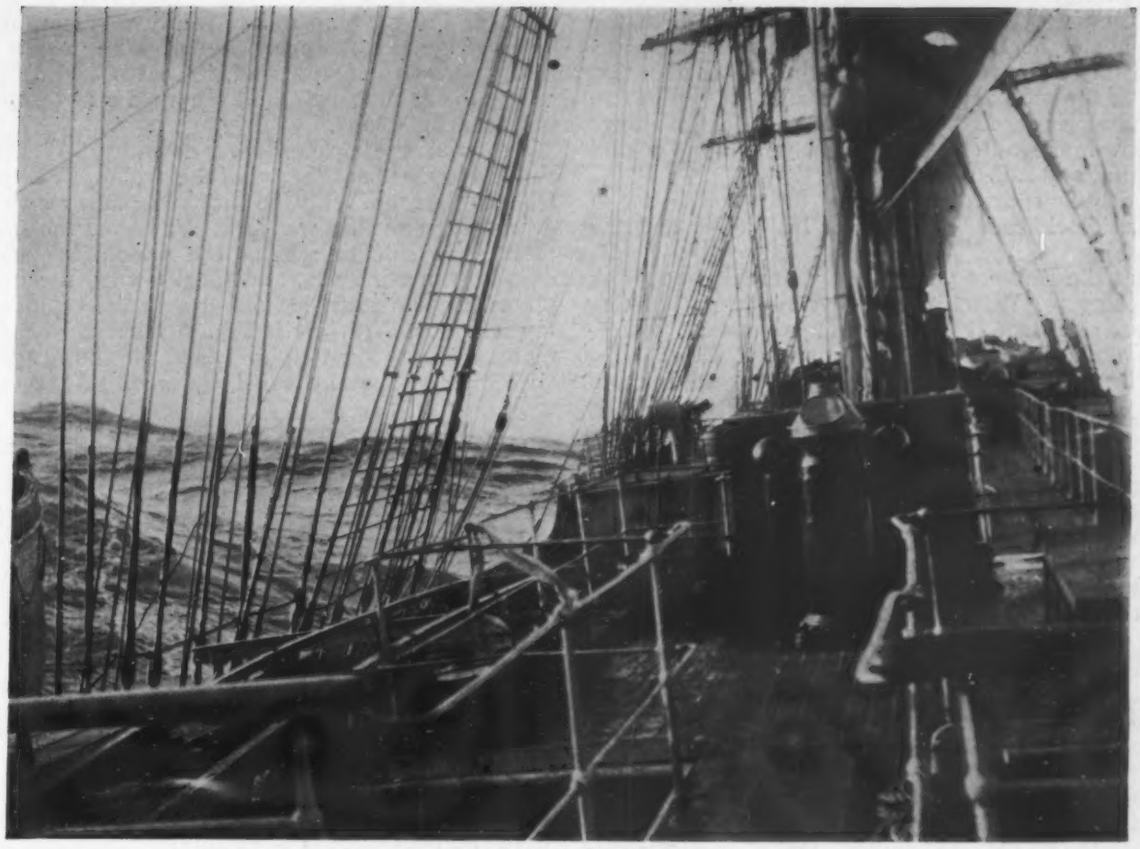
In the intersectional match of the Marblehead-Buzzards Bay knockabouts, between teams of seven boats each from the Beverly Yacht Club and the Marblehead class, the home team came out ahead on points, winning the silver bowl offered by the Eastern. But the visitors from Buzzards Bay who remained over for Midsummer Week had their revenge, for of the three trophies offered in the seven days of racing two were carried back to the other side of the Cape, Peter Cumming's *Hi-Ho* taking that of the Eastern, and Davis Taylor's *Eunice* capturing the Corinthian's in the sail-offs.

Then came the annual Race Week, featured by a host of racing craft from all over Massachusetts Bay. A huge fleet took part in the seven days of sport, during which over 1900 starts were recorded. The jinx that settled on the Pleon's Junior Regatta last year appeared to be soaring above this event again this year. Sunday, the day scheduled for the junior racing, brought with it the first of the northwest blow which, the following day, caused the Eastern to postpone its racing. However, the junior organization managed to carry through its Wednesday morning event, with a fleet of 82 sail. Sunday, the Boston sent off a fleet of cruising craft on a long race out in Massachusetts Bay, and the blow that came on at about the noon hour took its toll even from these.

The Hovey Gold Bowl, offered last year by Chandler Hovey for the Midsummer Week racing of Class R, was taken by Raymond W. Hunt's *Menace IV*. She probably will be registered as the last 20-rater to win this trophy, as all indications point to the passing of this class at Marblehead after more than 15 years during which the class has been used, both by designers and owners, for experimentation with the American rating rule. Before the season closed at Marblehead four of the class already had passed on to other localities; *Ellen*, *Menace IV*, and *Robin* to Long Island Sound, and the *Mary* to Portland.

While the first of the international races were under way the Pleon sailed another of the Midget Championships, with the Salter Plate at stake. Won for the Eastern Yacht Club, with George Aldrich as captain and Robert Amory as crew, for the third time, the Salter Plate is now in the permanent possession of the club. Just before this the annual match for the Manhasset Bay Challenge Cup was held by the Nahant Dory Club, with Charles A. Welch's *Live Yankee* representing the Annisquam Yacht Club as winner. Every one of the three races of this match would have been postponed, as "dog day" weather, with thick and heavy fog and very light airs, prevailed throughout the three days, except that Marblehead yachtsmen

(*Continued on page 98*)



Hove to in 42° South.

Belfast to Adelaide in Britain's Last Windjammer

Part III — Through the "Roaring Forties" Between the Cape of Good Hope and South Australia Before the Strong Westerlies

By A. J. Pazolt

AFTER running our easting down across the South Atlantic, getting as far south as 44° 30′, where we encountered much ice, consisting chiefly of large bergs, Captain Thomson headed the *Garthpool* up to the north of east to get clear of the ice. In all his 45 years' experience, he said, he had never met ice so far north. On December 11th and 12th we saw the last of it, however, and with strong westerly winds the bark was put on her course again in the longitude of the Cape of Good Hope (19° E. Long.), but some 400 miles south of it.

To go back to my private log of the voyage, I find on *Dec. 13th.* Lat. 41-39 S. Long. 25-11 E. Dist. 256 miles.

Heavy squalls during the night. Yesterday we passed the longitude of Cape of Good Hope and are now on our last lap, running across the southern part of the Indian Ocean. Today the weather is beautiful; quite warm in the sun, but only a light breeze and we are not doing so well.

6 P.M. Heavy squalls about, stowed cro'jik. Squall with some sleet and very strong wind which lasted for about an hour, and during which we were tearing along (as the Captain said) "like a cut cat"! And she did go, the log whirring away at 15 knots!

8 P.M. The heavy squalls have eased up, but there is still a good fresh breeze and she is going along well.

Dec. 14th. 70 days out. Lat. 41-59 S. Long. 30-39 E. Dist. 245 miles.

Heavy squalls during the night. This morning rather unsettled; bright sunshine with occasional fierce squalls. Rough sea, and strong breeze. Shortly before eight bells of the morning watch the new jigger stays'l which the Captain has made, was bent and set, and all hands were called upon to admire it. It certainly is a nice sail and fits beautifully, and the Old Man is justly proud of it.

For breakfast this morning we had salt cod which smelt like the smell of ages, and "hot dogs." I tried some of the latter on the cat, but she turned away in disgust. However, I made my breakfast on them without any bad results. We joke about the food — when the Captain is away — and have various uncomplimentary names for different dishes; but really it is not at all bad. It is well cooked, and there is plenty of it.

Whilst I was helping the Second fix a new ridge rope for the poop dodger, the Old Man, in a genial mood at the ship's speed, was shuffling up and down, occasionally singing out, "Let her go, Galagher! Let her go!! Pronto!"

Then stopping suddenly, he would come out with some such anecdote as this: "Say Mister, I was loading

saltpetre on the West Coast in the *Vimera*, — in the *Vimera*, mister, nearly full up, with the lighter alongside. I was sitting down to dinner when the lighter man tied himself to the last bag, and drowned himself — I had to sail one bag short! Did you ever hear of such a thing? Never saw him again. He never came up. Had to go and report him, and sailed one bag short!"

Presently he spotted the man at the wheel — one of our prize blockheads — points off his course and the sails shaking.

"What the Hell are you doing? Where do you think you're going to? Watch the ship you blazing, blinking blockhead and *steer!* If it makes you sweat take your — coat and muffler off, and *do* something! Don't hang there like a blinking ruddy sack gazing at the sea and birds, you d—— lazy lout! Here! (and he took the wheel himself and showed him) now *steer* E. by S., *E. by S.!* see?" Then turning to us again he said, "I had a man at the wheel once, yawing all over the ocean. When I asked him what in Hades he thought he was doing, and why he did not keep her on her course he replied 'that she would not stay there!' I took the wheel, got her on her course and kept her for a time. 'Aye,' said he, 'but *you kept turning the wheel all the time'!*"

Dec. 16th. Lat. 43-52 S. Long. 41-22 E. Dist. 319 miles.

The wind freshened up during the night. Between two and three o'clock the glass dropped one-tenth in an hour.

By four o'clock it was blowing a strong gale and sail was reduced to five tops'ls, fore course, four stays'ls and jib. All morning we were tearing along with a strong gale and heavy sea, and thick with rain. By noon the wind eased up, but a big sea was running, and we have been rolling heavily — quite like old times in the Bay. Our noon position gave us a run of 319 miles for the 24 hours, the best run of the passage, so far.

Just before lunch one very heavy roll sent the Captain flying from his settee. On deck all the big water barrels broke adrift and went careering about, of course losing all the fresh water we had carefully collected during the morning's heavy rain

For the next week we had strong westerly winds and a big following sea, real "roaring forties" weather. In seven days we made 1864 miles, an average of over 266 miles per day. It was glorious sailing, but there was very little comfort for those aboard the *Garthpool*. My log of December 20th gives a picture of the average conditions during this period.

Dec. 20th. Lat. 44-51 S. Long. 63-46 E. Dist. 263 miles.

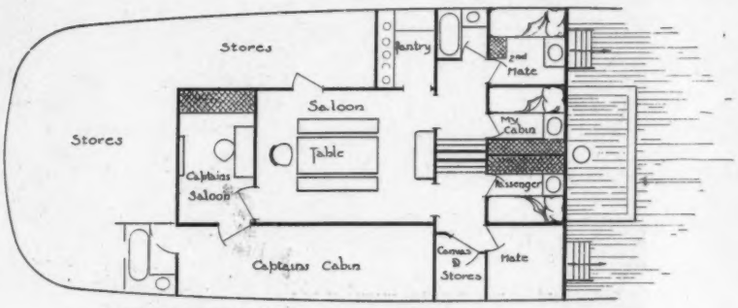
About one o'clock in the morning the wind freshened up and sail was taken in.

By 4 A.M. it was blowing a strong gale and we shortened down to fore course, three lower tops'ls, fore and main upper tops'ls and three stays'ls and jib. Blowing very hard and big sea.

We have been howling along, but unfortunately have had to ease away on a S.E.'ly course. At 7.30 A.M. this morning when I came on deck it was raining, and still blowing very hard and a big sea. We are rolling heavily, but being in ballast the decks are dry. In fact, during the whole voyage we have had no water on deck, even during the worst weather.

9.40 A.M. Bright sunshine, wind N.W.; heading E. again. Huge gray green seas with the foam flying from their crests. Looking aft from the fo'c'sle head it is a wild sight with the huge seas rushing up on the port quarter, and the ship rolling wildly to them, at times putting her lee scuppers under. The masts career wildly across the flying scud, the old bolts rattling and rolling inside the yards, and the huge sails bellying out taut as drum-heads.

At 10 A.M. the barometer was down to 28.73. Oh, Boy! What a joy is life at sea; *when* she's rolling! The paraffin fell into the soup. Willy fell out of the pantry with almost everything else that was in it. We lashed the seats and table from side to side of the saloon. We balanced ourselves in our seats, and juggled with the food and plates. I got a strangle hold around the table leg with my left foot. With my left hand I balanced my soup-plate; with my right elbow I held the soup-tureen and with my right hand wielded my spoon as best I could.



After quarters of the four-masted bark *Garthpool*.

7 P.M. All the afternoon it has been blowing a strong gale with terrific squalls and a tremendous sea. There were two hands at the wheel all day and at times three. For half an hour before tea I was giving a hand.

8 P.M. Though still blowing hard and the big sea running, it appears to be easing down a bit, and the sky looks rather more peaceful.

Dec. 21st. Lat. 44-12 S. Long. 70-09 E. Dist. 278 miles.

Last night the upper main tops'l was split from top to bottom, and this morning it was sent down and brought aft to the poop where it is being mended. There is still a fresh wind and big sea, but nothing like yesterday, and we are crowding on more sail.

The Captain told me just now that yesterday's gale was close to hurricane force, and had we been a loaded ship, we would have had a very bad time of it. As it was, it was bad enough, and it was only through being light, and so lively, that we escaped any damage in the terrific seas running. At times the whole surface of the sea was just a sheet of white flying foam.

12 noon. Although there is still a big sea, and fresh breeze, the day is fine and sunny, and seems quite quiet and restful after yesterday's turmoil. We are now on the longitude of the Kerguelen Islands, but a long way north of them.

Dec. 25th. Lat. 44-24.30 S. Long 93-48 E. Dist. 214 miles.

Christmas Day in the "Roaring Forties." Since yesterday evening the weather has been fine. Light breeze, moderate sea, and we are logging nine to ten knots. At eight bells (midnight) the ship was visited by Father Christmas in the person of our passenger who got himself up very well and went about singing Christmas carols and distributing presents. I was awakened just after eight bells and had a box of cigars thrust on to my berth. The mates all had their gifts, and then, preceded by one of the boys with a hurricane lamp, Father Christmas went for'ard and gave presents of some sort to all the crew.

At breakfast we all found a little present at our places from Mrs. Thomson, the Captain's wife. The

Captain was delighted with an alarm clock, and another big parcel — which he had long been shaking to gauge the contents — and which proved to be toffee.

We have all tried to do honor to the day by having an extra scrub and shave, and donning collars and ties and respectable suits in place of the grubby old gear we usually appear in. Even Willy has donned a white steward's coat and looks quite smart.

Dinner was quite a festive little meal though the chickens expected were reported by the cook as being too tough to send in. We had soup, very good cold tongue, potatoes and peas. Plum duff was the pudding, with brandy sauce, but most of the brandy went into the cook, who, as reported by Willy, could hardly stand by tea time, in consequence. Then were added, cheese, nuts, and biscuits; and all washed down with ginger ale.

This was my first Christmas at sea and has been most enjoyable, with good companions and a happy, quiet celebration of the great feast day. I think the whole ship's company has also enjoyed it. We have all, aft here, tried to do what we could for them, and now as I write they are aft giving three lusty cheers for the Captain and the passengers.

Dec. 27th. Lat. 43-06 S. Long. 104-29 E. Dist. 277 miles.

Since passing the Cape, i.e. 15 days ago, we have averaged 251 miles per day, which is very fine going.

The breeze has kept up, and all night we have been doing well. This morning is bright and sunny; fresh breeze, moderate sea. We are now making a more no'therly course, and it is getting warmer. The sharp bite has gone out of the wind, and this morning I have been able to leave off my thick sweater.

We now have only a little over 500 miles to go to the Leeuwin, and if the breeze only holds we ought to do it in two days.

Dec. 29th. Lat. 40-31 S. Long 114-48 E. Dist. 243 miles.

A fine night. This morning cloudy, but fine, fresh breeze.

We are now past the longitude of the Leeuwin and have only another thousand miles to go. If our good breeze only holds, it will not take us long, and by next Saturday we should be getting pretty close in. Ever since we started our "Easting Down" we have had glorious sailing. Only three times have we fallen below 200 miles and twice we reached well over 300, namely, 316 and 319.

Jan 2nd. 1929 Lat. 38-28 S. Long. 130-02 E. Dist. 68 miles.

Yesterday evening our good wind left us, and we have been rolling about most uncomfortably all night. For the 28 days of our Easting, until today, the stray westerlies had given us an average of 248 miles a day.

This morning, about four bells, a little breeze came in from the N.E., and now, 8 bells, we are making a little headway, but still rolling. So much for our hopes of getting in by Thursday afternoon.

At noon today we had only another 350 miles to go, but all day there has been a fresh breeze and heavy swell, unfortunately driving us to the eastward rather than our true course. Now, at 6 P.M., it is raining and the wind appears to be coming more favorable, though the glass is falling. Painting has been going on all day and the ship is beginning to look quite smart. Spent the afternoon varnishing — luckily inside the chart-house, or else it would have been labor wasted.

6:30 P.M. Blowing a moderate gale from the N., with heavy rain. Sail shortened to five tops'ls, and stays'ls. Alas, for all our nice white paint! A good amount of it is now running over the decks.

Jan. 3rd. Lat. 38-22 S. Long. 133-20 E. Dist. 156 miles.

Most of the night we were jogging along under short canvas, but about 5 A.M. the wind coming away from the W.N.W., we got on our course again, and by seven we had every rag set and doing our best to make up for lost time. The morning is bright and warm, with moderate breeze, and slight sea.

10 A.M. The breeze has freshened, and we are bowling along at 11 knots. If we can keep this up we ought to be off Cape Borda tomorrow morning.

Though thoroughly cursed at the time for coming aboard, our four stowaways have proved a great blessing. All through the voyage there have been a number of the crew laid up for one cause or another, and the stowaways have stepped into the breach and done noble work; in fact, as the Captain said, we should have been hard put to it without them.

At five o'clock we had by reckoning another 150 miles to go. Everybody is hard at work painting and the whole ship is wet paint. Many are the curses uttered when one finds one's clothes smirched.

At 9:30 we saw a steamer's lights astern, and she passed, going east. This is the first sign of human life we have seen since crossing the line.

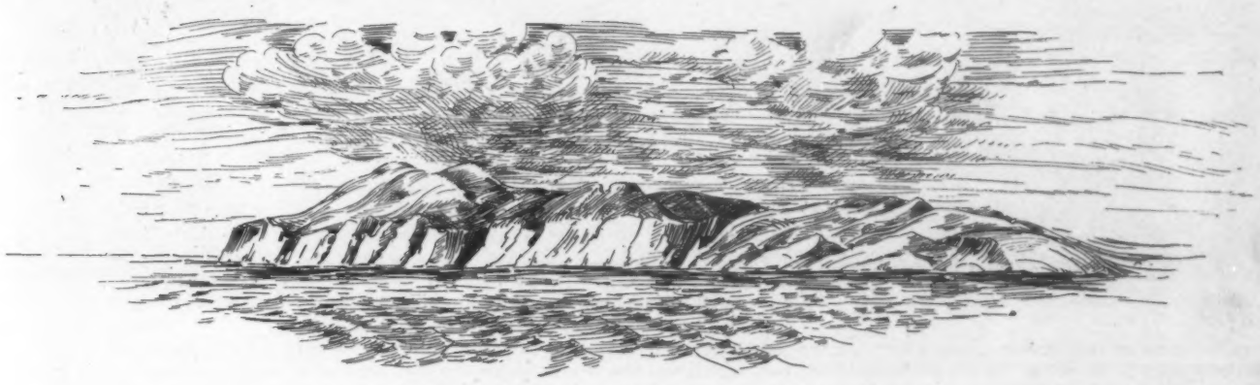
Jan. 4th. Thirteen weeks at sea.

At eight bells this morning the Second Mate sighted land on our starboard bow. It is a beautiful morning, bright sun, warm, calm sea, and nice breeze.

At 2 P.M., exactly, we had Cape Borda Light abeam, and passed very close in, not more than a quarter-mile off.

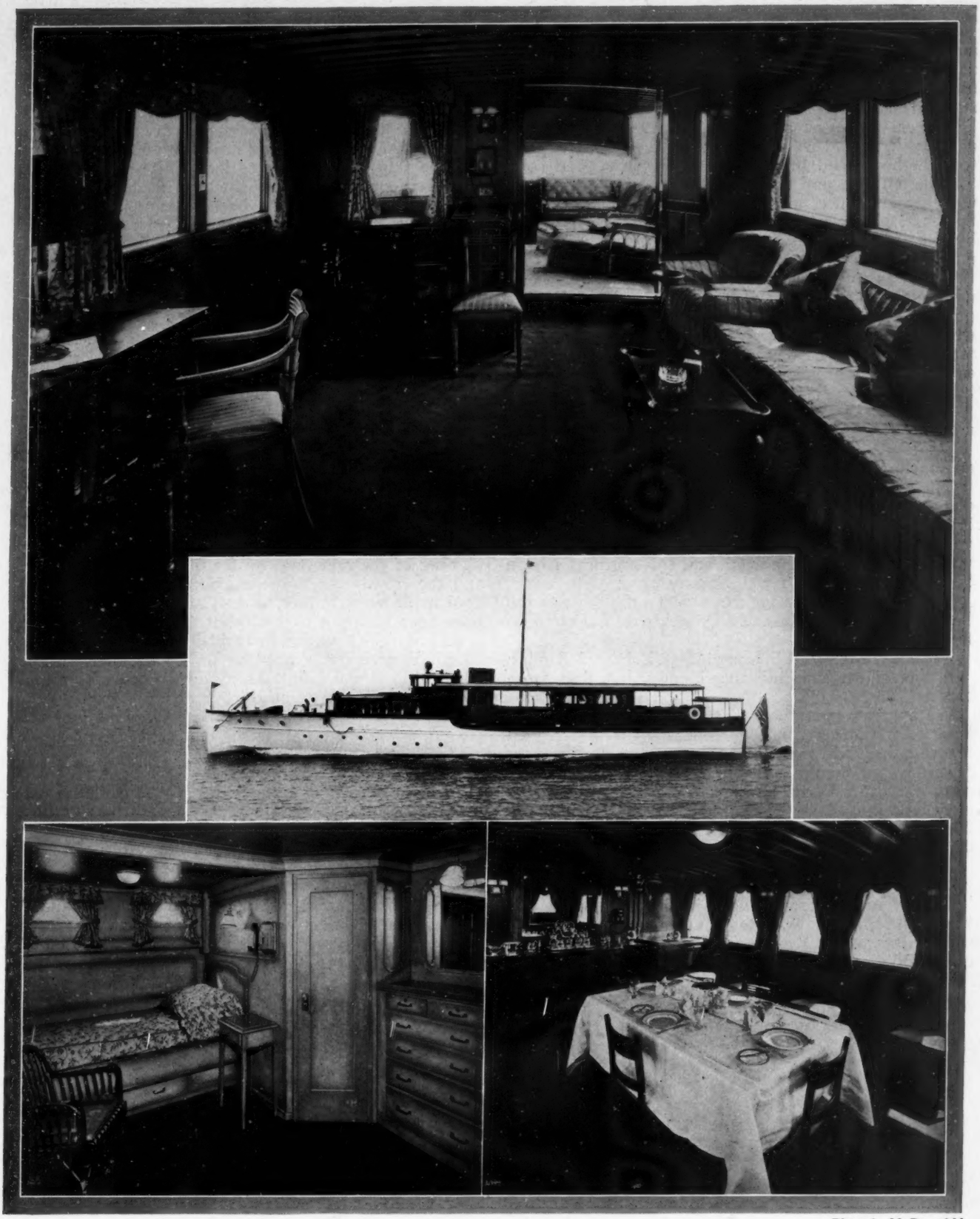
We had had our signals flying for a long time, and as we approached received the answering pennant, and then the code flag D, which meant *no* — they had no

(*Continued on page 96*)



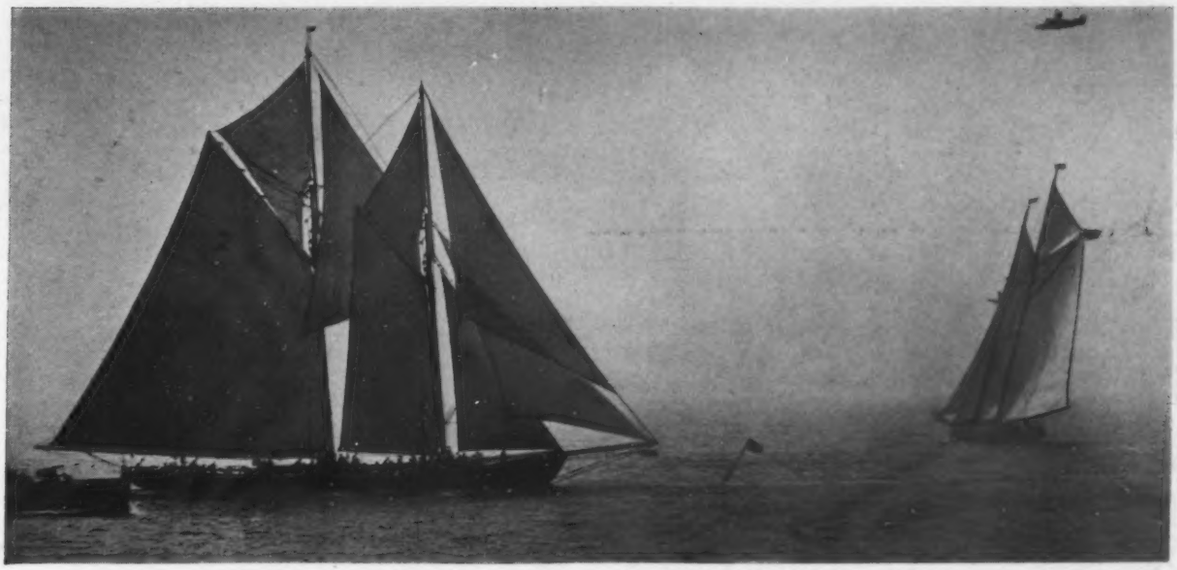
Cape Borda bearing N. by E. about ten miles.

Colmena—A 116-Foot Fast Diesel Cruiser



Photos by M. Rosenfeld

One of the most attractive fast cruisers to make her appearance last summer is the *Colmena*, owned by Jules S. Bache, of New York, from designs by J. H. Wells. With a pleasing profile into which the two deckhouses have been worked, *Colmena* certainly fills the eye. At the top is seen the after saloon, or main living room, looking aft onto the sun deck. Below are views of one of the staterooms and the dining room, in the forward deckhouse. Robert Jacob, Inc., were the builders. Power is supplied by two 8-cylinder Winton Diesels.



The *Story* leading the *Progress* as they rounded the Thacher's Island mark and flattened on the wind.

Schooner *Progress* Wins Fisherman's Races Off Gloucester

Four of the Fishing Fleet Race for Championship of the North Atlantic. Light Breezes Prevent Finishes on Two Days

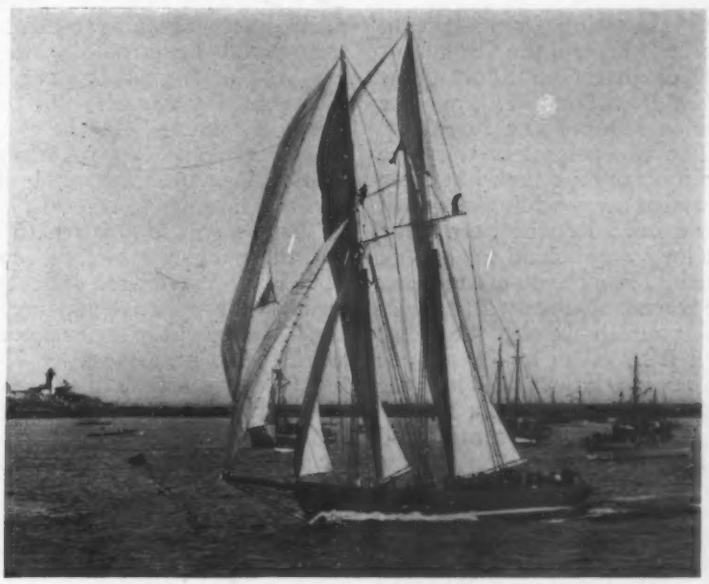
By Edmund Gilligan

THE North Atlantic championship of the American fishing fleets was won on Labor Day by the schooner *Progress* of Gloucester when she defeated the *Elsie*, a former international contender, the *Thomas S. Gorton*, sister ship of the famous *Esperanto*, and the *Arthur D. Story*, handled by Captain Ben Pine, a veteran of the international races against the Canadians. The race consisted of two rounds of an 18-mile triangular course off Cape Ann, with a short leg of one and five-eighths miles into the harbor at Gloucester which was laid to enable spectators on shore to witness the finish.

The first two races of the series had to be called off by the race committee as there was not enough wind to bring any of the boats home within the time limit. So it was decided to award the championship to the schooner that won the Labor Day race, as vessels and crews could not wait any longer because of the necessity of getting back to their jobs of fishing.

The single race completed was marked by good judgment and excellent handling of the vessels by the crew of the winner. The race was sailed in a moderate breeze which at times reached a velocity of 15 miles an hour. The legs of the triangular course were S.E. ½ E., six miles; N. by E. ¾ E., six miles; W. by S., six miles, and the short leg, N.E. by N. ½ N. into the harbor.

In maneuvering for the start the *Elsie* bore down on the *Story*, while the *Gorton* crossed *Elsie's* bow and took the weather berth as they crossed the line on a close reach to the first mark. The *Story* soon increased her lead, while the *Gorton* dropped back somewhat. The *Progress*, which had purposely crossed at the leeward end of the starting line, began to close the gap between her and the *Story*.



The *Progress* crossing the finish line a winner.

At Thacher's the *Elsie* and *Gorton* began to fall behind and the race apparently developed into a hard scrap between the *Progress* and the *Story*. The latter attempted to tack on top of the *Progress*, but was check-mated when the *Progress* split tacks. Both boats began short tacking close

(*Continued on page 104*)

Start of the first race for the Royal St. Lawrence Challenge Cup on White Bear Lake. Left to right. *Mt. Royal, Kawa, West Wind, Venture.*

Royal St. Lawrence Yacht Club Wins International Series at White Bear

"Venture" and "Mount Royal" Defeat "Kawa" and "West Wind" After Sensational Series by 16 Points to 13

By "BEAVER"

AFTER three days of most exciting racing on White Bear Lake between two teams of two boats each, representing the White Bear Yacht Club, of St. Paul, Minn., and the Royal St. Lawrence Yacht Club, the Canadian club won out by the close score of 16 points to 13. It was either team's race up to the time the last boat crossed the line in the final event.

The series was sailed in boats of B Class. These are lightly built scows 32 feet over all and carrying 350 square feet of sail. The White Bear Yacht Club entered the *Kawa*, sailed by Jack Ordway, and *West Wind* with Milton Griggs as skipper, while the Royal St. Lawrence Yacht Club pinned their faith on *Venture*, a new boat sailed by R. C. Stevenson, and *Mount Royal*, G. S. Hamilton, skipper.

The series proved most interesting from start to finish. On the first day, in a light breeze, the Canadians finished first and second, which gave them a four-point lead; but *Kawa* nosed out *Venture*, while *West Wind* was third in the next race, which reduced the Royal St. Lawrence Yacht Club lead to two points. In this race the Canadian team suffered a bit of hard luck when one of *Mount Royal's* shrouds carried away while she was in a good position just after the start. Repairs were made and *Mount Royal* finished a long way behind the others, but she scored a valuable point. The third and deciding race was the closest of the series and resulted in a win for *Kawa* and a hair-raising finish among the other three, in which *Venture* led *West Wind* by 15 seconds with *Mount Royal* only a second later. This left the score tied, but *West Wind* was disqualified for fouling *Mount Royal* on the last leg during a luffing match, and so the series went to Royal St. Lawrence.

White Bear Lake is small, and is bordered by high trees. The winds are always puffy and variable, particularly when they are light. In a good breeze there are quick, fast puffs, the direction and force of which are very hard to judge, and it was natural that the White Bear skippers and crews should take their boats to windward better under these conditions.

The skippers and crews were evenly matched and no race was won until the boats were over the finishing line. In the light weather of the first day the Canadian boats were handled beautifully and never left a doubt of their ability under the conditions then existing.

In the next two races *Kawa* could not be beaten, her skipper, Jack Ordway, sailing her well, particularly to windward, although in the second race she was hard pressed at the finish by *Venture* coming up fast in the fresh breeze. On the whole, the White Bear team had slightly the better of it to windward. Reaching, there was but little to choose between them; and running, the Canadians were the faster. As proof of this statement, in the second race *Kawa* gained one minute, 36 seconds on *Venture* going to windward, while off the wind the latter picked up one minute, 18 seconds of this. The next day *Kawa's* gain to windward was four and one half minutes. On the close reaches *Venture* had a margin of 25 seconds; *Kawa* gained 30 seconds on the slightly broad reaches, while on the runs *Venture's* gain was one minute, 45 seconds.

There never is any sea to speak of at White Bear, and these racing scows did some great traveling. In one race *Venture* averaged almost 15 miles per hour on one reach and must have gone over 20 in the puffs, while in the last race of the series *Kawa's* average for six reaches worked out at just under 13 miles an hour. For the whole course speeds of about eight miles were made.

The lake, roughly, is made up of two ovals connected by a passage. The White Bear Yacht Club is situated on the north shore of the north oval and the "home buoy" is a little west of the club. The center buoy is located in the south oval, and Wildwood is a mile to the eastward in the same oval. Between the center and home buoys the narrows are formed by the peninsula on one side and the island on the other, and it is here

that the flukiest breezes were encountered. The courses used were alternately L-shaped, windward and return, total length, 12 nautical miles.

There was one particular in which the Canadians excelled, and that was team work. Each skipper worked for the team and this was strikingly shown in the last race when Hamilton, in *Mount Royal*, enabled Stevenson to bring *Venture* in second by taking *West Wind* a long way off the course. The disqualification of *West Wind* in the last race was a bad break for the home team, which was offset, to some extent, by *Mount Royal's* breakdown in the second race, since she was put a long way behind within a few seconds of the start, and in the next race she was handicapped by the stretching of the new wire.

Taken as a whole, the series was won on its merits by two boats, which, as a team, were a shade better than their opponents. The four boats were very evenly matched, breaks in the luck did not favor one team more than another, and the Canadians were rewarded for their several years of patient effort in developing skippers, crews and boats by taking home the Royal St. Lawrence Challenge Cup.

For this year's races each club relied on one old boat and built one new racer. There was little similarity between the two teams, and the four boats, as they lay side by side at the White Bear Yacht Club pier, presented a very interesting study in design, construction, rig and equipment.

Kawa was built in 1922, was rerigged last year, and in her present condition is a very fast boat, at her best in fresh winds going to windward and reaching.

West Wind is a new boat built from the same moulds as *Canvasback*, which sailed in the 1922 and 1928 series. She carried practically the same rig as *Kawa* but she differs from that boat in that she is square-nosed while *Kawa's* deck sweeps in to a point at the bow. Both White Bear boats were designed and built by J. O. Johnson, who is well known for the fast racing scows he has turned out over a long period of years.

The Canadian boats were designed by Rear-Commodore W. Taylor-Bailey, of the Royal St. Lawrence Yacht Club, and are unquestionably the fastest boats of the class yet built in Canada. *Mount Royal* was one of the Royal St. Lawrence team in 1928 when she made a good showing at White Bear, while *Venture* is a new boat whose design is a development of that of her team mate.

***Kawa*, sailed by Jack Ordway, took two races out of three in the series.**

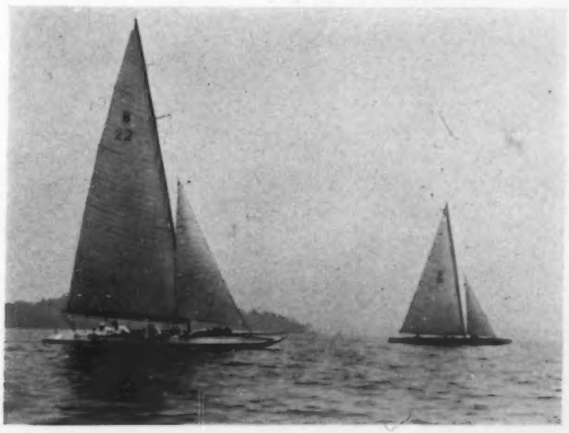
The White Bear team. *Kawa* (left) and *West Wind*.

The principal difference in the hulls of the American and Canadian boats lies in the position of the center of buoyancy, which is about 56 per cent of the over all length from the bow in the two former, while *Mount Royal* and *Venture* are the reverse, the centers being further forward. The Canadian boats have flatter deck lines, harder bilges and their sterns are fined off more than the White Bear boats. The mid-sections of *Kawa* and *West Wind* are very similar, with the flat floor, flaring topsides and quick turn of bilge which is seen on practically all Johnson's boats.

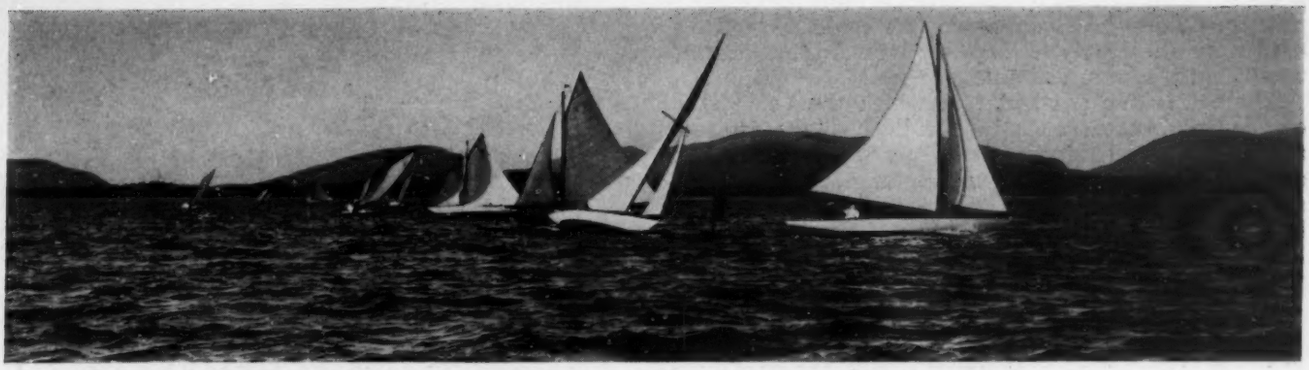
The rigs of *Mount Royal* and *Venture* are almost identical, both boats using a straight Marconi mast with considerable rake aft. The spars are oval in section, very light, and so mounted on deck that they can be turned, thus permitting a smooth flow of air to the sail. They are stayed by a more or less conventional arrangement of shrouds with double spreaders on each side, and have a single forestay, the head of the mast being held in place by a jackstay. Permanent masthead backstays are used, as well as a runner to take the strain of the jib and spinnaker. The plank booms, eight inches deep, are hollow and are warped by means of a removable strut and wire guys on each side. Both Canadian boats used loose-footed jibs cut fairly high in the foot.

Kawa and *West Wind* used the rig which has been developed successfully in Class A on the Inland Lakes. The Marconi mast rakes aft, and at about a third of its height from the deck it begins a graceful curve which increases as the top is reached. Like the Canadian boats, they use masts oval in section but which are much bigger and heavier than the straight spars. However, their staying is much simpler. There are three shrouds to a side, but no spreaders, and only one shroud (the one to the jib stay intersection) is set up taut. Proper

(*Continued on page 96*)



The Canadian team. *Venture* (left), a new boat, and *Mt. Royal*.



Rounding a mark in one of the weekly races of the Northeast Harbor Fleet.

The Northeast Harbor Fleet Has Its Most Successful Year

By J. Philip Walker

THE Northeast Harbor Fleet, located at Northeast Harbor on Mt. Desert Island, Maine, completed, in September, its tenth and most successful year. Under the able leadership of Commodore W. Barton Eddison and Rear Commodore John Tyssowski, who also served as chairman of the Race Committee, a total of 19 races was sailed, in which 847 starts were recorded. These 19 races were composed of ten regular races, four sailed in July and six in August, five special cup races, and four races on the annual cruise to East Blue Hill. Under the supervision of the Fleet, eight junior Maine championship races were sailed as preliminaries for the Sears Cup races in Marblehead. William Cudahy, an enthusiastic sailor at both Northeast and Bar Harbor, but representing the latter in the Sears Cup event, captained the winning crew, defeating all comers for the Maine title, as well as winning the coveted Sears Bowl for the second consecutive time.

At Northeast there are five classes which sail in the regular races. The A Class of Boardman-designed 17-footers numbered 37 yachts and was sailed in two divisions, for which an interesting new scoring system was worked out. The B fleet of 18 Crowninshield 17½-footers proved the most popular class with over 75% participation in every race. The O Class, best described as the Northeast Harbor 15-footers, was made up of 15 boats, almost entirely captained by young skippers. The Mt. Desert Island 17-footers contained several real sailors, but seldom were there more than five of this class in any single race. Then there was a miscellaneous class, which sailed on a handicap basis. It was made up of two 30 square metres, two Atlantic Coast one-designs, one Class C Manchester sloop, one Class S boat, and one special Crowninshield 17½-footer carrying Marconi rig. Such interest was taken in the 30 square metres, which seemed well suited to "Down East" conditions, that it is planned to have a special class next year, several members of the Fleet having placed their orders for spring delivery.

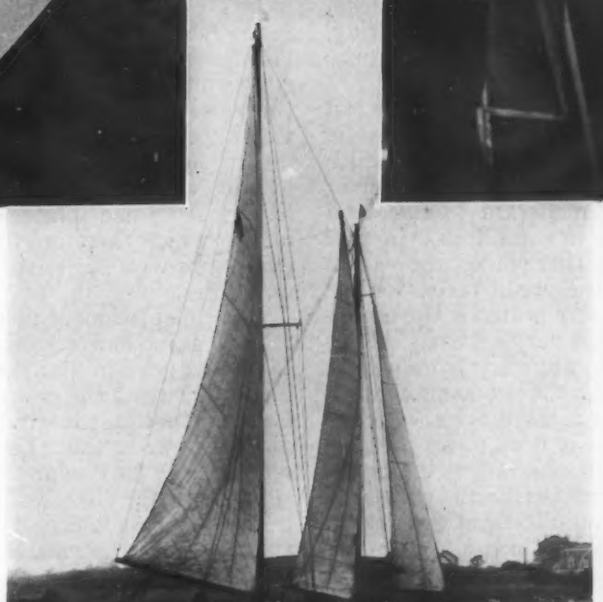
The eighth annual cruise attracted 110 yachts, 73 of which participated in the races to Seal Cove the first day, to East Blue Hill, and back to Seal Cove the second day, and from Seal Cove to Northeast the third day. As is his custom, Commodore Seth Milliken again invited the entire fleet to be his guests at the Kollegiwidgwok Yacht

(*Continued on page 100*)

A schooner race — double and single reefs down.

Paraquita II—A 47-Foot Knockabout Auxiliary

Handiness and comfort are the keynotes of the design of this 47-foot over all auxiliary schooner, owned by W. Stuart Glazier. Designed by Eldredge-McInnis, *Paraquita II* is a further development of the *Eastward*, produced by these designers last year. Auxiliary power is supplied by a four-cylinder, 30 h.p. Gray motor, installed abaft the cabin, under the bridge deck.



The main cabin is very roomy, as the photographs show, and has berths for four persons and extra wide transoms. The galley, aft, is most complete and yet compact. There is an unusual amount of deck space, and the cockpit is large enough to accommodate a large party. The rig is snug, yet sufficient to make her smart under sail.

Photos by M. Rosenfeld

Ocean Racers

By E. G. Martin

OCEAN racing is so naturally an international form of sport, a fact clearly shown by the winning of the Fastnet Cup last year by *Niña*, and of second prizes in two other years by American yachts, that it would be a fine thing if an exchange of ideas could take place between the ocean racing authorities in America and the Ocean Racing Club, with a view to formulating a rule which should serve for all ocean racing. We shall, in any case, soon be compelled to consider our rule most carefully, as there are yachtsmen who wish to build to it, and any necessary changes should be made before they do so, after which the rule should remain unaltered for a term.

Everyone who has been concerned with yacht racing associations knows that the framing of a satisfactory rule for the rating of class racing yachts is a matter of great difficulty; for ocean racers, I fancy, the difficulties may be even greater. I shall not attempt to make any suggestions as to formula, for that is the highly technical business of an expert in the mathematics of yachting, but I would like to make some general comment on the subject.

It is quite obvious that the rule required for ocean racing must be more elastic than is the I. Y. R. U. Rule, for instance. In class racing the object is to produce the yacht which will sail fastest under average summer conditions, in effect, light to moderate breezes and smooth water; and the variation in conditions is further restricted because when bad weather comes, the yachts may not start. In the case of the ocean racer, for the Fastnet course at any rate, smooth water is the exception, and the strength of the wind varies greatly during a race. It may be, and has been, anything from a calm to a gale of wind. Thus, there is not the same inducement to build yachts for average conditions, and the type will vary much more than it does in an international class. The ocean racer must also be a two-purpose ship, which the class racer need not be, for an owner may perhaps get about five days' ocean racing in the season, and for the rest of the time he will use his yacht for cruising. The class racer gets perhaps 50 days of racing, and if the vessel is successful it is not of much consequence to her owner that she should have cruising qualities as well. An ocean racing rule should, therefore, allow considerable latitude in design.

Most racing men who have sailed a few ocean races have a pretty clear notion of the boat which they do *not* want for the purpose. All would agree that excessive sail area and overhangs are undesirable. But in considering a rule it is better to have a positive aim in the production of a good type, rather than to use a negative method by simply penalizing what is bad. Any one who is keen enough to build an ocean racer and sail in her, is sailor enough to dislike an unwholesome ship. I do not think it would be possible so tightly to frame a rule as entirely to prevent unwholesome boats being built to it, should an owner set out to cheat the rule. But I think that the type of man who will build for ocean racing will probably not do this; and it must be remembered that he must have a boat which will be of some use to him for other purposes. Moreover, it is possible to have a safeguarding clause by which a committee is entitled to bar a boat which it considers unseaworthy, or to adjust the measurement in the case of an obvious rule-cheater which does not measure fairly.

When one comes to consider the essentials for an ocean racer, the following points seem to be important. The hull must be capable of very high maximum speed. This has obviously not been a characteristic of some of the types produced by rating rules in the past. In an ocean race it may often happen that some hundreds of miles may have to be sailed on a reach or on a run in a strong wind, and the type of racing yacht which sails extremely fast to windward in light breezes, a quality much sought after in class racers, would probably be quite out of the hunt in a hard reach. A high maximum speed, for any reasonable sail area, practically means a small ratio of displacement to length.

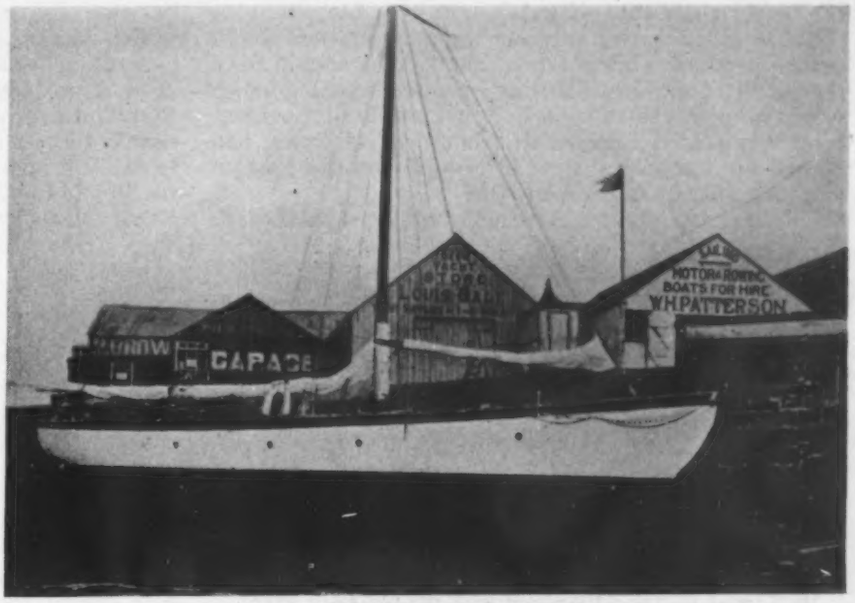
At first sight light displacement might be thought to militate against seaworthiness. This idea may be traceable to the behavior of very light displacement racing yachts in the past. Heavy displacement, in my belief, means, essentially, comfort rather than seaworthiness. A heavy vessel may be as seaworthy as any other, provided she is properly treated. She must not be hustled. A trawling smack, or a pilot boat, such as *Jolie Brise*, is the most comfortable and seaworthy thing afloat provided she is allowed to go her own gait. Drive her hard into a head sea and she will probably make much heavier weather of it than a lighter boat of the same length. A light displacement yacht with a well-shaped hull in which there are long easy water lines and short overhangs will, I believe, stand more punishment than any other.

Light displacement means a light keel, and upon this follows a moderate to small sail area. Now all these things are good in that they reduce the expense of building and increase the ease of working. A small sail area is least efficient off the wind. Close-hauled, sails of moderate size score in that they stand better than large ones, especially in hard winds. The logical thing, therefore, is to increase the effective sail area off the wind by using a large fore-triangle, and this, again, is most desirable in that it brings the mast well aft, to the great benefit of the ship when meeting a head sea. As far as I can see, the best type of ocean racer is exactly that which, personally, I would choose for ocean cruising.

Draft is a matter of great importance in cruising yachts; a heavy draft keeps one out of the snuggest harbors and anchorages and adds much to the anxieties of navigation. It is my belief that a heavy draft is quite unnecessary for speed to windward, and, indeed, is a positive disadvantage when speed in rough water is desired. I had one exceptionally fast and weatherly cutter of 49 feet water line which drew only seven feet six inches, and displaced 35 tons. She was a lovely sea boat, extraordinarily good, in fact, and this was not my opinion only, but that of everyone who ever sailed in her in rough weather. Last year a yacht called *Tiercel* was built for a friend of mine, a Bermuda cutter, 60 feet over all, 50 feet water line, and 35 tons displacement, with a draft of seven feet six inches. Her working sail area is only 1,600 square feet, and yet she is, I think, probably the fastest yacht, taken all round, in which I have ever sailed, except, of course, regular class racers.

A feature of both these boats is that they are exceptionally stiff and have a large flat surface on the side of

the keel. Provided a yacht stands up well to her work and moves fast through the water, I believe most excellent weatherly qualities can be obtained with a very moderate draft. *Tiercel* was built purely as a cruising yacht; nevertheless, if I had to pick a yacht to defend the Fastnet Cup, I would choose her rather than any other yacht with which I am acquainted. All that she would need would be the very large additional headsails and spinnaker which could be used without increasing the size of her fore triangle. It is this yacht which has gone far to make me think that in the ocean racer and the ocean cruiser there is no essential difference in type. I admit, of course, that *Tiercel* has not been raced, so that one may be mistaken as to her capabilities as compared with vessels which have sailed in the Fastnet Race, but I know from experience that she is capable of very high speed through the water, and, as far as I am able to judge, she is good on all points of sailing.



Tiercel has a sweet, shallow hull.

Very moderate draft is, I believe, a strong factor in favor of speed when sailing in rough water. It keeps the center of gravity high, so that in meeting a sea kicking and plunging are reduced to a minimum. The fore and aft motion of the ship becomes easy and so the sails keep steady and the ship goes ahead in a series of undulations instead of in plunges, which shake things up and create a great commotion in the water.

In framing a rule, I would, therefore, not tax a light displacement provided it went with a wholesome form of hull. But I would tax the long overhangs which often go with light displacement with the greatest severity, particularly in the bow. A generous area of lateral plane is necessary for good behavior at sea, and, if it were possible, I should like to see lateral plane become a factor in the rule. If this were done, it would follow that a boat of very moderate draft, such as I suggest, must not have an excessively raking or submerged sternpost, nor be very much cut away forward, or she would reduce her lateral plane too much and suffer a penalty in consequence. This practically means that her under water profile must be one which is of a serviceable type and convenient for laying the ship ashore, etc. Moreover, the keeping down of the keel line in the bow, in order to gain lateral plane, will have the effect of encouraging "V" rather than "U" bow sections, a matter of great importance in seagoing craft, and for the sake of symmetrical design the stern sections would probably be influenced in the same direction, all of which is to the good in an ocean-going vessel. These sharp sections also lend themselves to the production of short overhangs.

I always feel diffidence in venturing to discuss the subject of naval architecture, but I cannot help thinking that the inclusion of lateral plane in the formula might have a very marked and wholly beneficial effect upon the type of ocean racer produced. The objection may be made that the consequence might be slowness in stays, but it is my belief that, except for maneuvering in ordinary racing, great quickness in stays is an unmitigated disadvantage in a seagoing yacht. A vessel which is very quick in stays is invariably a tiresome ship in really rough water, except perhaps when she is sailing close-hauled.

The question of rig allowance has been raised, and though this comes outside the rating formula itself, the matter is important. Generally speaking, there are two schools of thought. One is that everyone who enters a yacht in an ocean race should be given a chance, and the other that ocean racing is class racing of a special kind, and that a man ought to be allowed to use whichever rig he prefers without paying any penalty for so doing. It is six of one and half a dozen of the other whether one calls a rig allowance a privilege for the one rig or a penalty upon the other. Personally, I feel most strongly that a rig allowance would be a great mistake. It puts a premium upon inefficiency. One hopes that the ocean racing fleet of the future may contain the finest and fastest seagoing yachts in existence. That is the object at which the rules should aim, and anything which tends to lower the standard seems to me to be wrong in principle. It would really be as logical to tax new sails and hollow spars and any other things which an owner might have in attempting to get the utmost speed out of his vessel. Ocean racing is not handicap racing — it is something

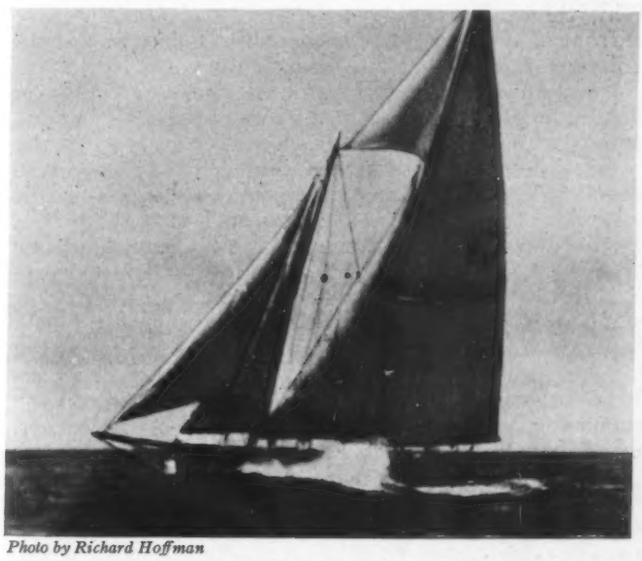


Photo by Richard Hoffman

***Niña*, turning to windward in a fresh breeze during the Fastnet Race of 1928.**

far better than that — and it seems to me wrong to penalize an owner for entering the most efficient yacht he can produce. Unless a boat is good she should have no chance of winning. I cannot imagine anything which would have disgusted everybody more than if, possibly, some antiquated vessel with a large rig allowance had turned up a couple of days later and won the Fastnet Cup last year on time from *Niña*.

The framing of an ocean racing rule is a specialist's business; the ordinary man who knows something about sailing cannot predict the effect which any given factor in a rule will have in its subsequent working. Even experts of great experience in formulae often go adrift in that, and I have written on the subject only in the hope that both here and in America those who are well able to tackle it may give the matter consideration and eventually join forces in producing a formula for an International Ocean Racing Rating Rule.

More About "That Dad-Blasted Squaresail"

A Novel Method of Carrying the Yard

By PETER POWEL

"BY now there was a first-class Mistral blowing, and under squaresail and jib we were slipping along at eight knots. The Mistral usually blows up harder with the sun, so before morning we handed the squaresail, set the double-reefed main, and shifted to the number two jib." ["Across the Bay and Beyond," YACHTING, December, 1928.]

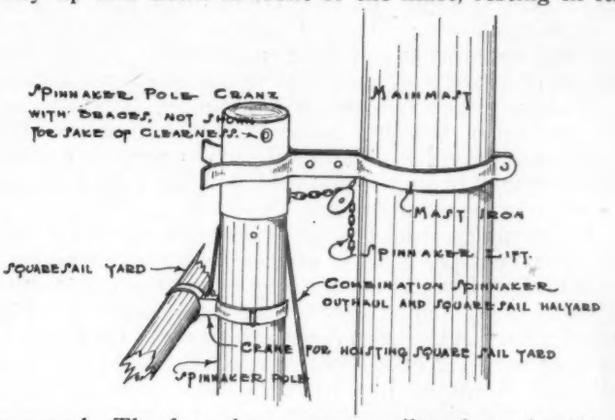
If this be treason, make the most of it. Why douse the heavy weather running sail *par excellence* and set the fore-and-aft sail, on a threat of heavier weather? Primarily, because we were closing in on a lee shore, and I did not relish the idea of clawing off under squaresail and jib if my landfall proved defective. Subsequent events justified my decision. We nearly piled up as it was. I had set the squaresail for the night run before a lively wind because I could not trust my crew, with the exception of my wife, with running to leeward. I had already prepared a lovely jolt for Lloyds through lateen-trained sailors on a fore-and-after. With the big jib sheeted hard, I think it would have been impossible to bring my cutter enough on the wind to back the squaresail, so my wife and I could turn in and sleep the sleep of the unworried, and the more or less just.

The squaresail on the *Emilie* is of the classic type. The yard hoists on a jackstay, by means of the forestaysail halliards, has fore and aft braces, but no lifts. The sail is bent permanently to the yard, and is not sheeted till after the yard has been hoisted and braced. In lowering, the sheets are not cast off till the yard has been lowered. The fall of the halliard is bent to the yard before hoisting, to act as a downhaul.

When the yard is lowered the wind spills out of the sail, which collapses on the deck. It is then rolled up and stopped to the yard. The yard and furled sail is then hoisted part way and cockbilled. The upper and lower end are lashed to the shrouds, and the jackstay slackened off to prevent chafe. The shrouds are rattled down, which makes this easy to do. The halliards are then cast off and used for the forestaysail again.

In my somewhat limited experience I have found this easy to manage, at the most, two men being enough to set or take in the sail. I have had no trouble from chafe, owing to the fact, I suppose, that I have never had this sail set for days on end, running throughout the Trades for instance, but I can well understand that the jackstay might suffer in such an event, as reported by Griswold, aboard the *Lloyd W. Berry*, for example.

Since reading Loomis' article "That Dad-Blasted Squaresail," I have realized my stupidity in not having a spinnaker aboard; so, this spring, I ordered one, with its pole. Now, the pole when not in use is carried vertically up and down in front of the mast, resting in its



gooseneck. The fact that a squaresail and a spinnaker are never set at the same time dawned on me while I was looking at the spencer mast on an Italian square-rigger in Cannes, that permitted fore-and-aft canvas to be hoisted without interfering with the square rig. Why, then, not use the vertical pole as a spencer mast in front of the mainmast, on which to hoist the squaresail yard, in place of the wire jackstay?

I had an iron band made for the mast, to clamp on just under the forestay. On the fore part of this band is an oarlock-shaped projection that effectively grips the cranze iron on the end of the spinnaker pole when it is upended, preventing any sidesway. The length of this socket and the lower gooseneck is such that the pole is 15 centimeters ahead of the mast, thus leaving plenty of space for the mast hoops. The fore and after spinnaker guys are used to guide the pole into this socket while it is being hoisted, and the topping-lift block, being close to the mast, holds it back and in against the forward pull of the squaresail. The lift is of chain, as I see a considerable possibility of chafe. A crane on the squaresail yard has a split ring, lined with leather, which can be opened to clamp around the spinnaker pole. The spinnaker outhaul is then bent to the yard and used as the halliard. This outfit requires that the square yard be unshipped and stowed fore and aft, as is usually done, rather than left hoisted cockbilled, whenever the spinnaker is to be set.

The "Yank" in Yankee Ingenuity

By DAVID O. WOODBURY

" . . . the boat, when she took the water, pirouetted around her own stern as an axis."

I SUPPOSE we can say, truthfully enough, that Yankee ingenuity began with the *Mayflower*, and is therefore, by right of eminent domain, a nautical product. But that is not why I propose a dissertation in a nautical journal. A word upon this little-mentioned subject should go well anywhere, and might succeed in preventing the final extermination of a fine old trait. But I know of no group anywhere who can and do make use of Yankee ingenuity as unblushingly as the gang of amateur seafarers known as yachtsmen.

Most people nowadays seem to be ashamed of ingenuity. Judging from the trend in the automobile and stock boat lines, a little knowledge is not only considered dangerous but *déclassé*. The chap who used to sweat blood and wilt the bushes with red hot profanity as he changed his own clincher tires at the roadside, now drives helplessly to a gas station if his oil gauge reads low. And I am afraid that many an owner of a stock boat does likewise. The spirit of the times seems to be to let George do it; and the modern George is a robot himself, performing service tasks like a machine, but not always, alas, with the machine's willing efficiency. His reasoning is supplied by instruction books and parts lists. He merely knows how to push buttons. Yankee ingenuity is on the decline, and I hate to see it go without a struggle.

Think what it used to mean, particularly to boating people! If you had a wooden container under you that the waves would support, you were happy. You made it go yourself, either by lashing the cylinder heads on with marline or by wedging a spare pillow into the worst of the leaks. Or, if you were a sailing man, by changing your rig somehow or other after it had carried away in a squall, so that you got home right side up with the aid of God's wind blowing into improvised canvas.

Those were the grand old days before Thomas A. Edison and his emulators had killed ingenuity by inventing practically everything and bringing this howling mechanical age down on our heads. But I shall not waste space in contemplation of the black thunder cloud of automatic trouble savers that darkens the horizon of Yankee ingenuity — her own children it is true, but, nevertheless, the key to her undoing. I wish to point out that there is still room for the old spirit — room, and plenty of demand for it. If you must, you can find it ashore, but the real place for it is aboard ship. And with good luck and diligence we shall save something of the old essence of independence and self-reliance that go naturally with accomplishing things without looking in the back of the book.

Since I am a reformed engineer, I know nothing about a sail boat, and I shall not use one as my text. But by inference and example, the sailing man will, no doubt, catch my meaning. I shall deal with the power boat owner, for he is most in need of reform — his sins of laziness are the most obvious.

To begin with, seagoing ingenuity requires personal courage. You must not run to the engine manufacturer whenever a spark plug misses fire. Get curious; and get brave. Try something that has not been tried before, and then if it doesn't work, don't try to laugh it off — boast about it! If it does work, show it, but do not talk about it. Then go on to something else. But do not wait for something to go wrong. Make your own trouble to order, or else gaze upon somebody's yacht whose appointments you cannot afford, and copy them. A great many, you will find, are quite as good, or better, in the copy than in the original. For instance, if you cannot see your compass properly at night, figure out a binnacle light for it. It is quite likely that you will introduce a degree or two of extra deviation because of the magnetic field of the current in the wires, but this can be overcome easily enough by laying the wires close together and as far as possible from the compass. Or, if the charts persist in rolling up while you are desperately trying to locate your position upon them, do not be satisfied with keeping them in place by standing the jam jar or some loose crockery on the corners. These things will work, but they are apt to be inconvenient in a seaway. With a little ingenuity you can make a transparent chart cover of sheet celluloid, edged on two sides with brass. The idea occurred to me some years ago and I have since used nothing else.

Perhaps you are already saying that this is all makeshift stuff — clumsy. Perhaps you are afraid it would make you a laughing stock. Well, there are two or three answers to that. In the first place, a makeshift, which is merely something constructed hastily out of improper materials, is not at all what I mean. A home-made job can be as well done as one turned out by a factory, if you take time and pride in doing it, and keep within the limits of your facilities. Just because you cannot put a "patent pending" tag on your creations does not mar their claim either to looks or usefulness.

Then again, there is the element of victory over odds to be considered. Outdoing nature on her own ground is a real triumph, or, at least, it feels like one. Thus, a comparatively insignificant improvement coming from

your own brain and hand gives an entirely disproportionate amount of pleasure. No money could buy a folding washbowl that could compete with your own, though the latter is made out of a tin basin and some pieces of wood. Doing things for yourself — *against odds* — produces a satisfaction that no amount of hired comforts can give.

Another thing is the appeal which home-made appliances seem to have to the sense of humor — a quality in danger of becoming buried under the weight of modern helplessness. Nobody is more serious than the man who thinks he has been "gypped" by nature when his engine runs out of gas or burns a bearing. But the same chap experiences a fiendish delight if he can get that same engine to run him home on kerosene, minus some of the babbitt it should have. The joy of the old-time horse trader isn't in it with the satisfaction that follows beating nature at her own game.

"If the charts persist in rolling up while you are desperately trying to locate your position upon them, don't be satisfied with keeping them in place by standing the jam jar or some loose crockery on the corners."

I suppose that no small cruiser looks well or inspires confidence when she slithers through the crowded waters of the Harlem River under no other guidance than that of a 12-foot dory oar draped over the transom. Particularly so when her captain is revealed sitting on the after cabin roof manipulating that oar with a huge stillson wrench. But it has been done and successfully laughed off, too, on a run from Hell Gate to Schenectady, N. Y. Nor is it exactly dignified, when the tanks run low in heavy weather and she rolls her feed pipes out so that the carburetor splutters and threatens to stop the engine, to send the chief engineer, 250 pounds in his stockings, into the engine alley to lie on his prominent stomach and pour gas into the carburetor by hand out of an oil can. Yet this has been done, too, and I suspect several lives were prolonged by it. Neither episode seemed funny at the time, but once ashore, nobody laughed more heartily than the fat man, nor the chap who rigged the dory oar in lieu of a lost rudder and stood sponsor for it the length and breadth of the Hudson River. This sense of humor is more vital than it sounds. It is an element in courage and a mainstay of ingenuity.

Of course, a great many people display ingenuity when they must, but you should be ingenious because you wish to be. Then, when necessity arises, it will come easily and you will not be forced to put in a hurry-up call for the ubiquitous George, meanwhile setting the ship on the rocks. There's nothing like it for sheer sport, and the doing of the thing is its own reward. Eventually, people get accustomed to your ways and rather expect you to help *them* out. This is, indeed, the frosting to the cake.

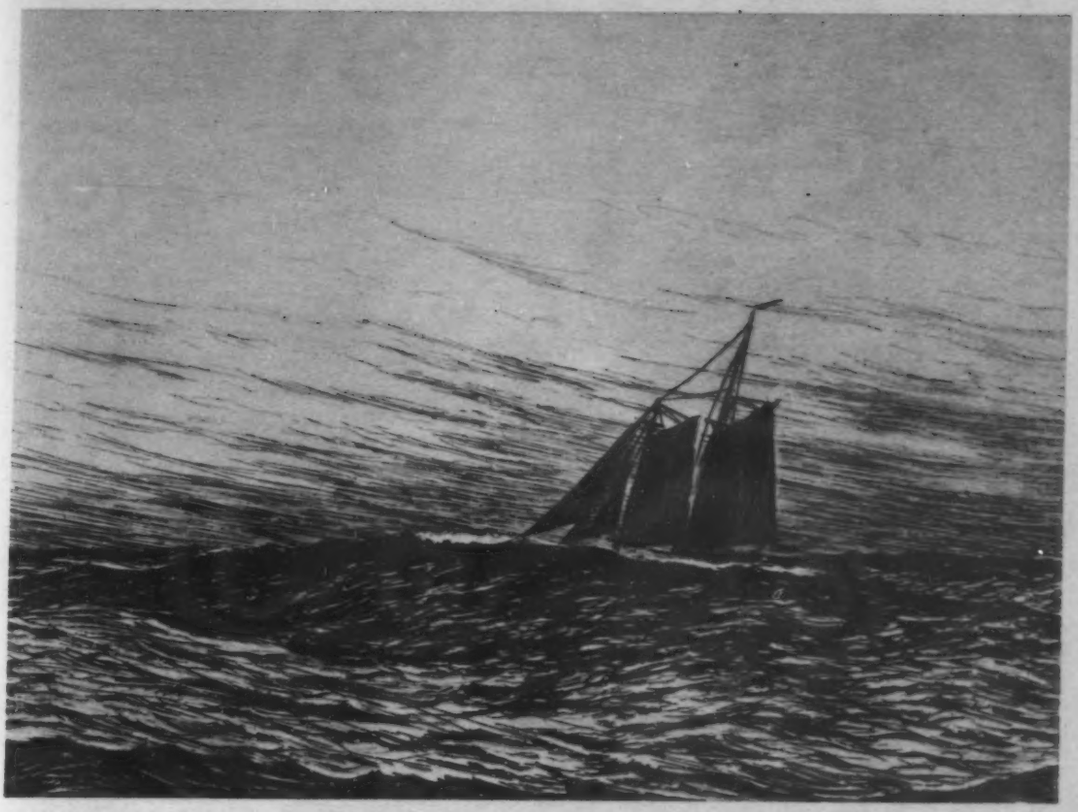
No doubt there will be ludicrous mistakes at first. Once I wanted a speed boat. I had no money to speak of and it was before the days when an egg crate could be driven at forty miles an hour by an outboard motor. So I purchased a Ford for five dollars and took the big risk of driving it home under its own power. I sawed the business end out of it — a really remarkable engine — and then proceeded to build my boat around that. The boat was so short — it was built in the house and had to be — that the engine stood nearly on end in order that the propeller might reach under water. The result was that the boat, when she took the water, pirouetted around her own stern as an axis. She possessed one invariable curved track, like a comet, and as the river we lived on was not wide enough to accommodate her, I was forced to haul her ashore and try again. This time I applied civil engineering principles and constructed a back piazza on the boat and hung the prop under that. Thus the shaft angle was improved and I got all the speed I wanted, in a straight line. In fact, I got everything I wanted, which, summed up, was the elimination of the physical laws which interfere with getting a lot of speed with little power. As soon as I had done this I sold the contrivance for twenty dollars. The battle had been won; there was no further need for the boat. I went on to build the next.

The point I am trying to make is that this Yankee ingenuity leads to achievement as well as to utility. It is because you wish to see something work that has not worked before that you follow its bidding. When the contrivance is finished, most likely, you do not use it. It is the triumph over circumstances and over your own timidity that counts. It involves more moral qualities than anything else. And as you go deeper and deeper into the so-called iniquities of self-help, you gradually begin to get at the essence of the sport you are in. You really *live*.

They say that one of the worst things about owning a sail boat is that it tears your heart out to sell her. This must be because you have given your heart's blood to make her what she is; you have established a personal relationship with her; you feel that nobody else can sail her quite as well, because she has been trained to your hand.

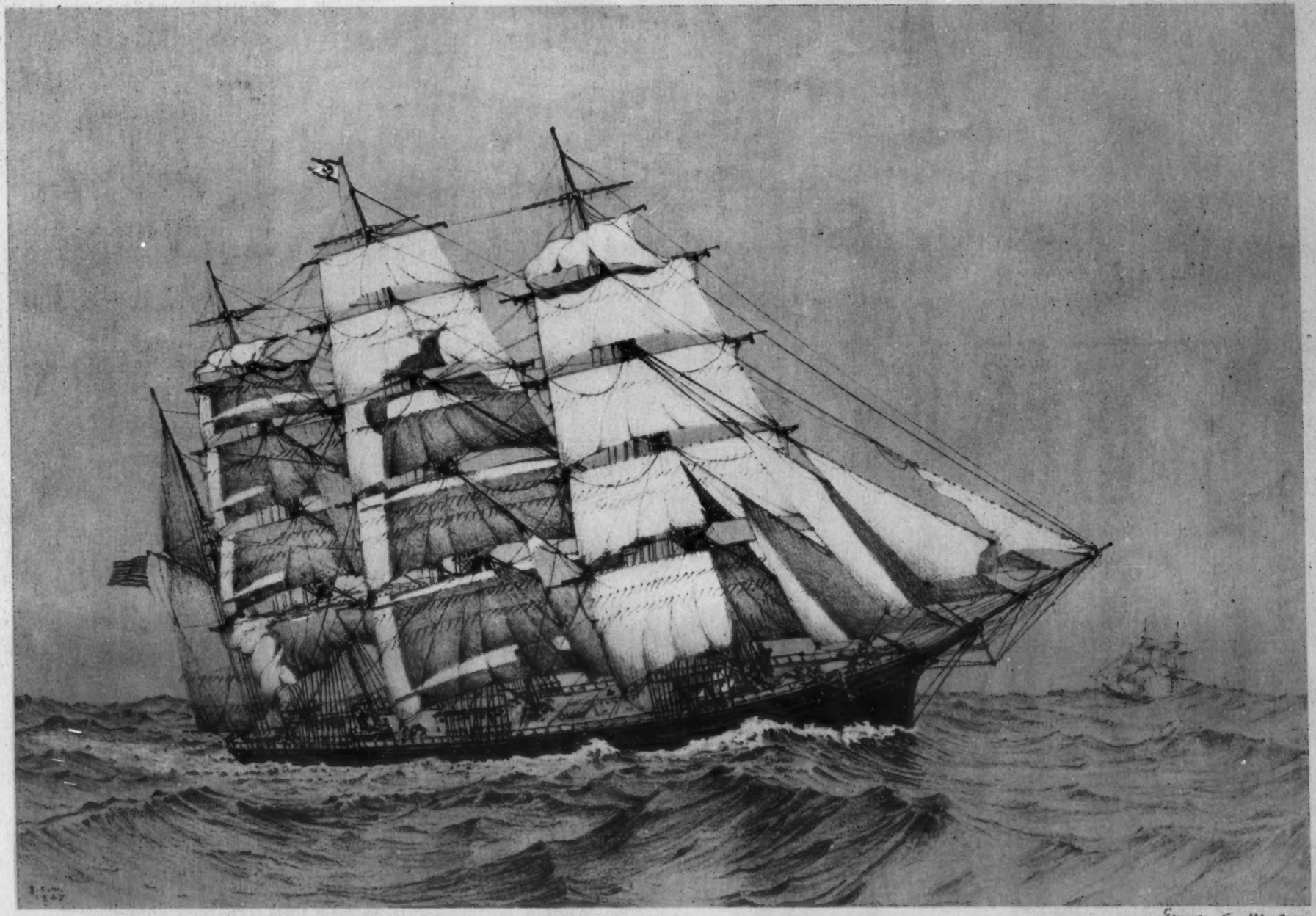
But who ever felt this way about a power craft? Well, I believe that some do, and these are the chaps

(*Continued on page 110*)



AT SEA
From an etching by C. J. A. Wilson

AVATAR, FLOYD L. CARLISLE'S
CLASS M SLOOP
From a drypoint etching by Tom Ludlam



CLIPPER SHIP GREAT REPUBLIC, OF BOSTON, AS DESIGNED, BUILT AND OWNED BY DONALD McKAY

From a series of lithographs of American Ships by George C. Wales

(Courtesy Charles E. Goodspeed & Co., Boston)

(Courtesy Charles E. Goodspeed & Co., Boston)

Rainbow VII, Harry Greening's 36-foot runabout which covered 723.9 miles on Lake Rosseau in September in 12 hours, an average speed of 60.325 m.p.h. She is driven by two 12-cylinder, 500 h.p. Gar Wood motors.

Rainbow VII Smashes All Distance Speed Records

Covers 723.9 Miles in 12 Hours at an Average Speed of 60.325 Miles Per Hour

UP on Lake Rosseau, in Canada, on September 30th, a 12-hour speed record was made that eclipses anything that has been done before and marks the greatest distance that a boat has ever traveled over the water in that space of time since the world began. The boat that did the trick was Harry Greening's *Rainbow VII*. In a space of twelve hours she covered 723.9 miles, at an average speed, including all stops, of 60.325 m.p.h. Deducting the 32 minutes she stopped for refueling and other causes, her average speed was 63.21 miles. Never before has such sustained speed been seen upon the water. In tabular form, this is how the run sizes up, the official timing being under the auspices of the American Power Boat Association:

The length of the lap was	19½ miles
Total elapsed time	12 hours
Average speed	60.325 m.p.h. (including all stops)
Time stopped for fueling	11 minutes, 5 seconds
Time stopped for other causes	21 " 27 "
Total time stopped	32 " 32 "
Total running time	11 hours, 27 minutes, 28 seconds
Average running speed	63.21 m.p.h.
Fastest lap	68.95 m.p.h.
Miles covered	723.9

The three men who drove *Rainbow* on this remarkable run were Harry Greening, David Reid, of Hamilton, and John Stroh, of Detroit, working in shifts. The speed maintained on this 12-hour run was more than double that made by the new German liner *Bremen* on her fastest run. It was a speed which, if water conditions permitted and it were possible to refuel, would have made a run from Halifax to Liverpool possible in a few hours over one day — a thing that seems almost unbelievable.

The management of the run was under the direct supervision of Mr. Greening's partner, Frank Maw, who went up to Muskoka especially to supervise it. Only two things gave trouble during the run, one being a cracked clutch finger, which was replaced in a few minutes, and the other a slight leak of water from a gear box, which was tightened in a minute or two. Aside from these, *Rainbow* ran faultlessly. Approximately 1000 American gallons of gasoline were used by the two Gar Wood 12-cylinder engines, and very careful experiments were made to ascertain the best way of getting this gasoline into the tanks. It was finally decided to use four barrels running into two hose connections. These hose connections were 3 inches in diameter, and one was led to each of *Rainbow's* tanks through a large opening in the deck, specially made for the purpose. In this way, after careful timing, it was found possible to empty 150 gallons in 1 minute, 5 seconds. Every precaution was used to prevent fire, and to help in this it was decided that the motor should never be stopped, so that no back-firing could occur.

Much practice was had before the run in throwing lines from the dock to the boat, removing filler caps,

Refueling *Rainbow* during the 12-hour record run. By hooking up four drums of gasoline the tanks could be filled in one minute and five seconds.

filling with gasoline, filling with oil, handling of oil from wharf to boat, etc. Every movement was gone through many times to prevent the loss of a fraction of time. In establishing previous records time was lost through the boat overrunning the dock and having to be pulled back by lines thrown from the dock. This year a large buoy was placed on the course one hundred yards or so from the dock. This buoy was to indicate when the throttles were to be closed when the boat came in for refueling. After much practice, it was found possible to close the throttles and pull the clutches in such a way that the boat came to the dock in the same place every time, and each driver practiced this movement until the boat came to a full stop without the use of lines, in a position where the hose nozzles were opposite the tanks.

Rainbow VII was put through this 12-hour test after having been used all summer as a runabout, during which she covered at least 3000 miles, which was checked up through the oil and gasoline consumption throughout the year.

Mr. Greening writes that this run was prompted by a friend of his asking of what use the modern high-speed runabouts were, and what was the reason for his unusual interest in their development. The man who made the inquiry was a thorough sportsman, but not in any sense a yachtsman. Others who were present expressed the opinion that fast motor boats as a whole were still unreliable. The conversation drifted around to the match race at Miami last March, in which *Miss America VII* broke her rudder and Major Segrave's *Miss England* smashed her bottom; to the Gold Cup race with its smash-ups and injuries; to Miss Carstairs' boat in the Harmsworth race, when everything went wrong, and finally to the complete loss of *Miss America VII* in Italy in September.

"Looking the facts in the face," says Harry Greening, "it is very apparent that those boats really will not go 30 miles wide open. Something always happens. As a rule, the installation can be blamed. So I decided, there and then, to show that a 1000 h.p. runabout is the equal of anything on earth in reliability, and that a speed of a mile-a-minute could be maintained with the utmost ease, and that after covering hundreds of miles at 60 m.p.h., all you have to do is to open the throttle and run as many miles as you wish at the rate of 70 m.p.h. — which we actually proved could be done.

"If this run has proved that a 1000 h.p. runabout can be made the 'last word' in reliability, seaworthiness, and comfort, I shall be amply repaid. Here is a craft that will carry ten people comfortably at 60 m.p.h., is well built, practically noiseless, seaworthy, and a lovely thing to look at; and she runs without the slightest tremor. No wonder I am in love with her.

"Now for the practical use of these boats. Hamilton, where I live, is 45 miles by land from Toronto; 30 miles by water. It takes the train, from station to station, 1 hour, 10 minutes; a motor car, 1½ hours, whereas I cover the distance regularly in *Rainbow* in 25 minutes. From Hamilton to Kingston is about 180 or 190 miles. Owing to train connections it require 6 hours. I can make it in from three hours, to 3 hours, 10 minutes.

"As well as the above, perhaps there is an urge behind all this *to do one thing well*. That is why I don't play golf."

Indomitable Tom

So you're coming back to race us
With a *Shamrock No. 5*?
We can only say, "Good gracious!"
And exclaim, "My sakes alive!
Don't those blasted British seamen
Ever know they're licked at all?
Can't they see, those Irish teamen,
That their daring's *kolossal?*"

Well, those Yankees still are waiting,
And the cup is on the shelf;
It stands there behind the grating,
You can see it, Tom, yourself.
All you've got to do to lift it
Is to beat us on the tack;
It's the only way to shift it
If you want to take it back.

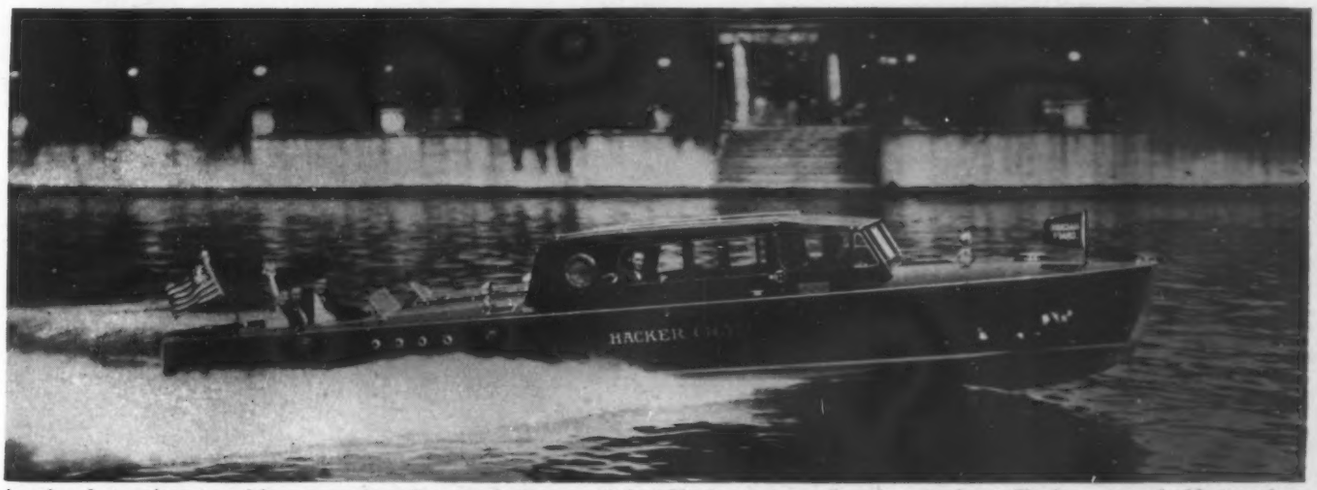
It was back in nineteen seven,
Or perhaps 'twas earlier still,
That Sir Thomas swore by heaven,
"I will have that cup, I will!"
And though balked in each endeavor,
He kept coming back anew,
And he cried, "I'll never, never
Let those Yankees think I'm through!"

We are waiting here to meet you,
And we hope that you will come,
We shall do our best to beat you,
Though we know you'll make things hum.
If you lift the cup, we'll fill it
With your own delicious brew
(As enforcement agents will it),
And we'll drain it, Tom, to you.

WILLIAM WALLACE WHITELOCK

Speed plus comfort is the aim of designers and builders of standardized craft. Here is the latest 38-foot Chris-Craft commuter. She shows a speed of 30 miles per hour or better, with a comfortable and well-furnished cabin, and forward and after cockpits.

Three of the well-known Sea Lyon fast runabouts, 24, 28 and 30 feet in length. Well designed and handsomely furnished, they step along at 35, 40 and 45 miles per hour.



Another fast commuter with many unique features is the new 38-foot Hacker twin-screw sedan runabout. She has a speed of better than 42 miles, and will carry as many as 20 passengers. Power is supplied by two Kermath 200 h.p. motors.

"Say, Do You Smell Gas?"

A Few Remarks about "Safety First"

By CHARLES H. HALL

HOW many times has one of your shipmates asked that question, and how many times have you gone below and sniffed suspiciously around the engine and the gasoline tanks? Just as often as not, it happens when your electric torch is out of commission because you've forgotten to buy new batteries for it and you have to restrain some dumb chump from lighting a match — in spite of all the jokes about that. Or it may be that someone smells gas when you've just squared away on your course in the run to the next port, with night coming on and a nasty sea making up. It's rather a mean feeling.

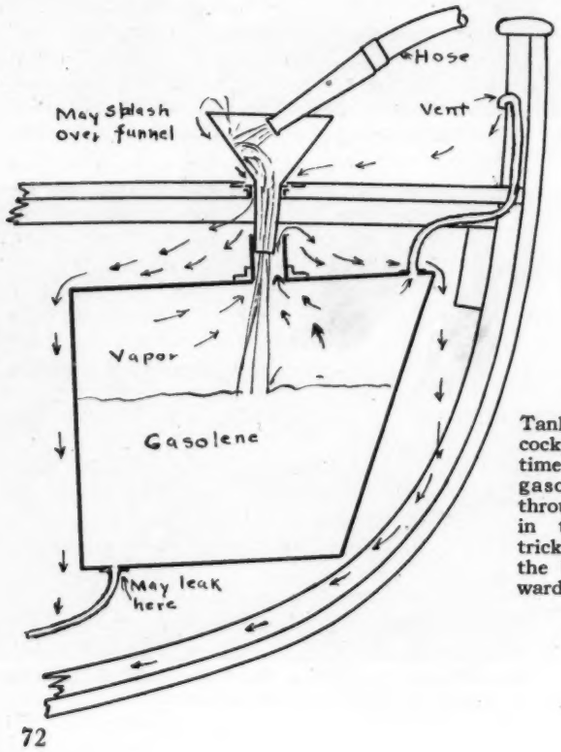
Never forget that only a minute quantity of free gasoline will make an explosive mixture with air, and that there are several things which might supply the spark needed to ignite this mixture. Remember, too, that gasoline vapor and the vapor from the galley stove are heavier than air and will find their way to the lowest spot they can reach. These low points are also just the places that are the hardest to ventilate properly. Too many times the so-called ventilating arrangements of the engine room merely stir up or renew the upper strata of air, leaving the dangerous stuff undisturbed in the bilges, waiting for a spark.

To be sure, most of the explosions afloat are caused by the most arrant stupidity. It is hard to imagine anyone who will go below, be almost overcome by gasoline fumes, stagger on deck to recuperate, and then be stupid enough to go down into that gas-filled engine room and start the lighting plant. Yet, that happened only a few months ago and a fine motor yacht became a mass of wreckage in a split fraction of a second. Curiously enough, the man who did it lived to tell the tale, though badly burned. Why he was not killed outright, no one knows.

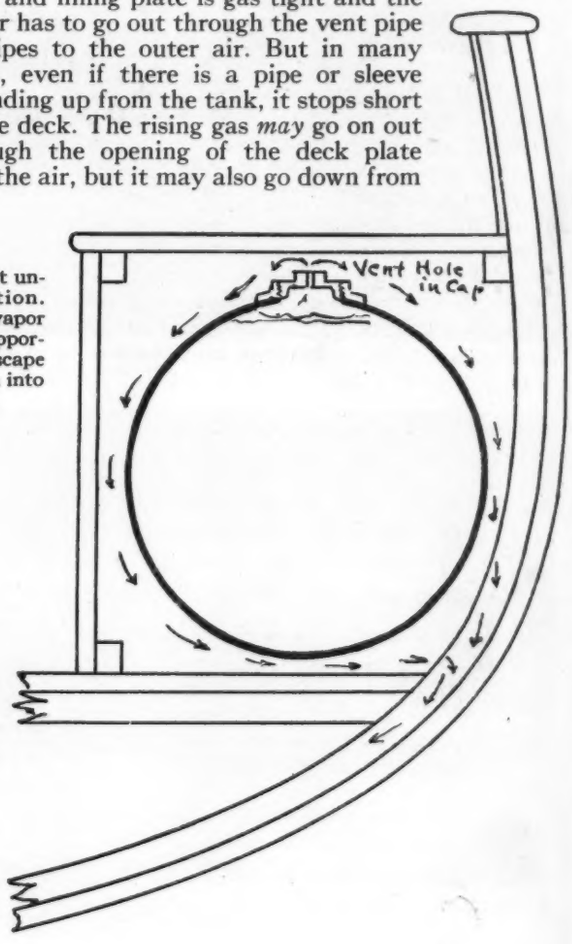
There is more excuse for the operator who starts his engine from deck or from the bridge, for he has no certain way of knowing that there is an explosive mixture below, though it would be a safe rule to assume that there is gas in the bilge after taking on fuel, at least as too many of the present-day motor boats are fitted. As a rule, any ventilating devices are rudimentary, it being the exception to find a boat with proper and sure means of drawing vapor from the spaces under the engine-room floor and the other little pockets in which it will collect.

Last season saw several disastrous explosions on fine motor craft, in most instances just after they had taken fuel aboard. Even if no raw gasoline were spilled as the tanks were being filled, there was an explosive mixture in the bilges.

An empty gasoline can is as dangerous as a depth charge. It is not really empty, but is filled with a highly explosive mixture of gas and air. When the new supply of gasoline is poured into the tank, this vapor is forced out. In a properly fitted job, the connection between tank and filling plate is gas tight and the vapor has to go out through the vent pipe or pipes to the outer air. But in many cases, even if there is a pipe or sleeve extending up from the tank, it stops short of the deck. The rising gas *may* go on out through the opening of the deck plate into the air, but it may also go down from



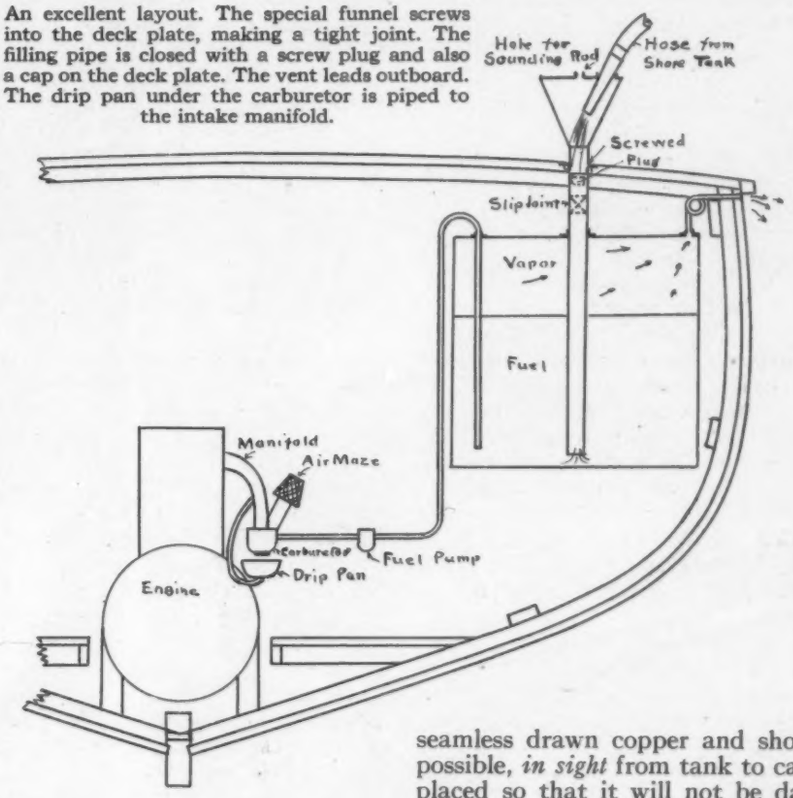
A common, but unsafe installation. Gasoline and vapor have every opportunity to escape and drop down into the boat.



Tank filled under cockpit seat. Every time the boat rolled gasoline spurted through the hole in the cap and trickled down into the bilge and forward to the engine!

the top of the pipe and find its way into the bilge. In several boats that I have seen the vent pipes were either missing altogether, or led inboard to the cockpit or bridge deck. Even if no gasoline came through the vents (and some did), the vapor forced out of the tank would lie on the deck and flow below as soon as the big hatch over the engine room was lifted. Some would go down through the nearest scupper but plenty would get below. Other boats had cylindrical tanks under the cockpit seats with no vent pipes at all — merely a hole drilled through the cap screwed into the filling hole. Not only did the vapor from the tank flow below when fuelling but, as soon as the boat rolled a bit, raw gasoline spurted out and trickled below, close to the engine. In another boat I saw the tanks were set close alongside the engine and the mixture from them flowed right down to the motor, which was virtually in a pocket between the tanks.

An excellent layout. The special funnel screws into the deck plate, making a tight joint. The filling pipe is closed with a screw plug and also a cap on the deck plate. The vent leads outboard. The drip pan under the carburetor is piped to the intake manifold.



Another dangerous installation is that with holes in the tank open when fuelling. One boat had her filling pipes tight at tank top and deck (though without any expansion joint) but also had a cleanout hole in the tank top. When taking on gas, this hole was open and the measuring stick was passed down through it. This let the vapor go into the boat instead of out through the vents. When the motor was started, there was an explosion that wrecked her.

Some owners, thinking that they are being extra cautious, open all hatches and airports when taking on gas. Sometimes this means that the gas and air mixture, after being delivered to the outside air through properly fitted vent pipes, has a chance to flow back into the boat and so down below through an open hatch or airport. This may sound fanciful, but just sniff around below some day after filling your tanks with the airports all open.

Every fuel tank, besides being made of proper material and strong enough, should have an absolutely tight connection from tank top to deck plate, with no chance for vapor to "short circuit" and get below. This connection, of course, must be arranged to take care of any expansion caused by temperature changes and be fitted to stand up under constant vibration, to say nothing of the stresses caused by rolling and pitching and by possible slight changes of shape. The vent pipe or pipes should be of liberal size, not the miserable little bits of spaghetti so often used today, and the outboard ends of these vents should be protected by wire mesh of fine weave. They should be led to points outside of the hull and where they will not be apt to be damaged. Under a rubbing strake is a good location. There they will be protected and unseen.

Everything about the tank should be solidly built and well secured and braced. No slipshod methods should be tolerated for an instant; everything must be first class. No gauge glasses should be allowed, nor any try cocks. Tanks are preferably set in a watertight compartment of their own, with a drip pan under them. This may be drained overboard if possible. At any rate, have the lower part of the engine room bulkheads gas tight. The old naphtha launches had their tanks in a separate watertight compartment open to the sea, so that there was water around them at all times and any leakage or drip went overboard at once. Their fuel lines were led outside of the hull, too, so that there was only a few inches of fuel piping inside the boat.

Fuel piping, of course, should be of seamless drawn copper and should be run, as far as possible, *in sight* from tank to carburetor. It should be placed so that it will not be damaged and it should have a shut-off valve at each tank and one near the carburetor. The pipe should be well supported along its course and fitted so that it is not apt to wear if it vibrates, as it doubtless will. One case I recall of faulty piping that nearly caused a serious accident was on an auxiliary. The gas tank was tucked away in the after overhang and the piping to the carburetor was led along the frames, to which it was secured by nails with their heads bent over against the pipe. The engine was an old-time one-lunger and vibrated a good deal and the pipe naturally jiggled around until finally a nail wore through it. The owner came aboard with a party of friends and by good luck someone smelled gas before a match was struck. The owner found about fifty gallons of gas in the bilge! Since, by some whim of nature, he has practically no sense of smell, he was lucky to have had guests along that day.

Another source of danger is from the tank of the independent electric lighting set. Too often these are installed just as they come from the manufacturer, with no connection from the yacht's tanks and the tank on the set. This means that the small tank on the set must be filled by hand; in doing this gasoline is almost sure to be spilled.

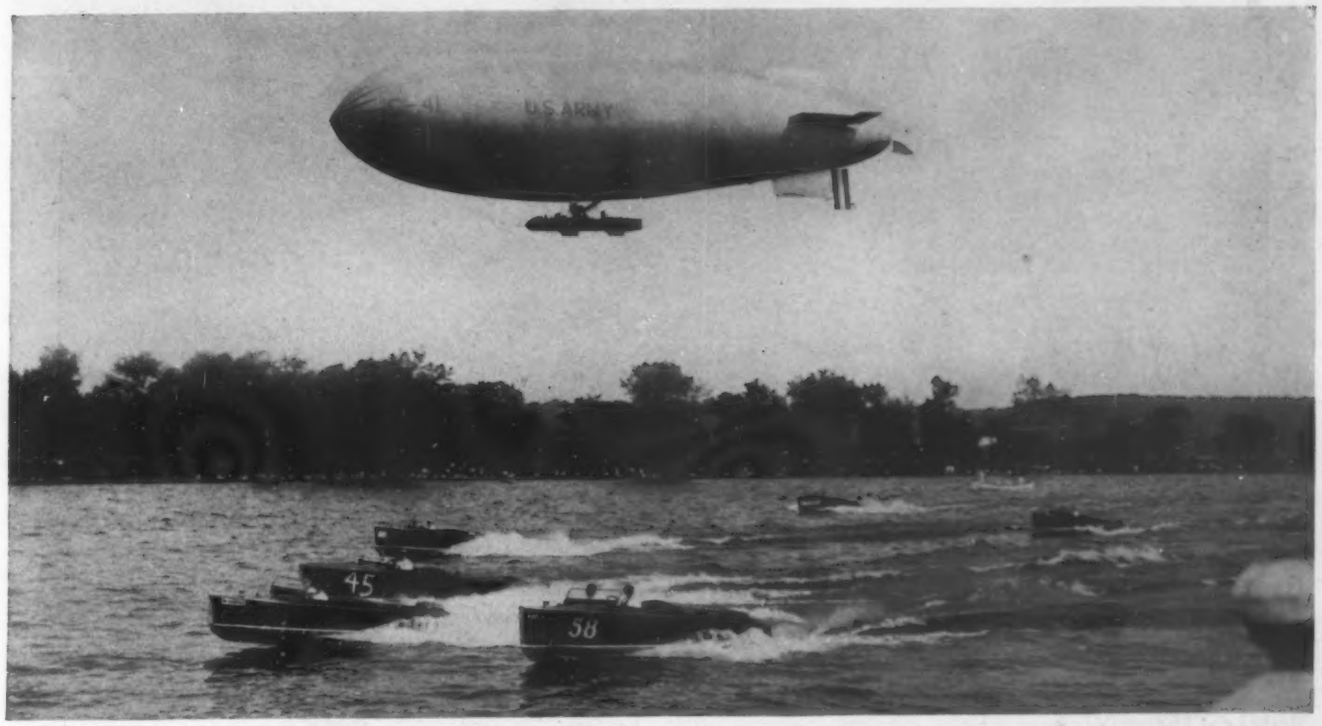
It should be a rule never to use any gasoline below decks, even a minute quantity. If you want to clean the oil filter with gasoline, spread a piece of old canvas on deck and do the job in the open air — with the engine room hatch shut. Don't do it below. After doing that

(*Continued on page 106*)

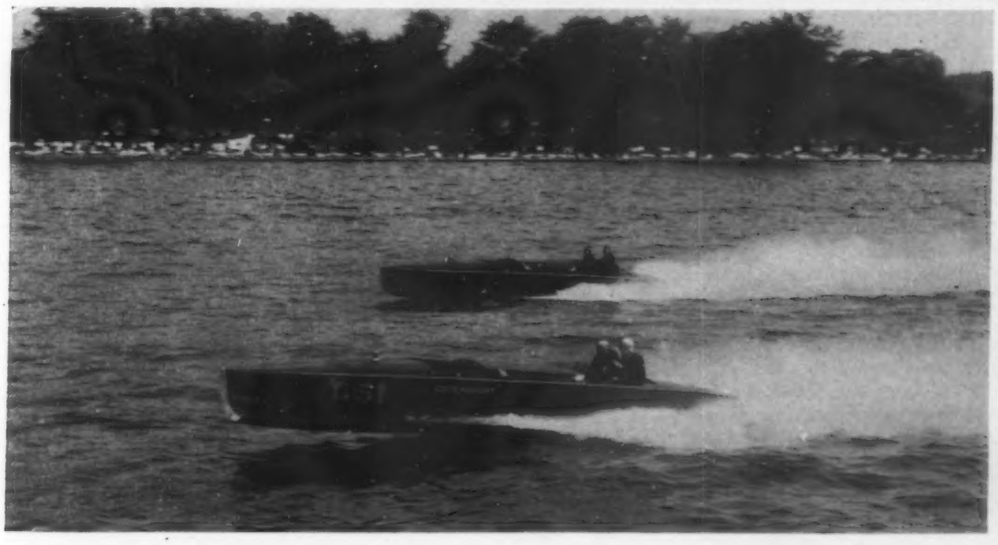
Hard on the wind. From an unusual photograph of the famous schooner *Atlantic*, now owned by Gerard B. Lambert.

Copyright M. Rosenfeld

Seen at the President's Cup Regatta on the Potomac



The President's Cup Regatta, on the Potomac, at Washington, D. C., was an interesting affair for the speed boat enthusiasts, although the main event saw little in the way of real competition. Richard Hoyt's *Imp* (G 14, at left) took the big cup easily, *Jersey Lightning*, her only competitor, failing to "measure up" on both days. *Imp* was never pushed and averaged 47.131 for her best 15-mile heat.



At the top of the page the start of one of the stock runabout races is seen, with an Army Blimp sailing over the course. The four Chris-Craft made a beautiful race of it, and finished with only a second of time between them. In the race for the Secretary of the Navy Cup, the start of which is to be seen at left, *Carenaught*, owned by C. Roy Keyes, won, with *Curtiss Wilgold* second. The 151-Cubic Inch Class and many outboard classes filled out the two-day program.

The R Class beating up for the first mark in the Golden Gate in the Pacific Coast Championship Regatta.

Fine Racing Features West Coast Regatta

By Tom White

THE presence of internationally famous boats, closely contested events, sensational finishes and made-to-order sailing weather — these were the high lights of the seventh annual Pacific Coast Championship Regatta, held at San Francisco, August 24th to 31st.

A feature of this year's popular sailing meet was the unusually large turnout among the lofty rigs — schooners, ketches and yawls — notably those from Southern California, such as Walter Horn's 106-foot yawl *Poinsettia*. A. N. Kemp's *Amorilla*, W. W. Pedder's sleek *Diablo* and H. W. Rohl's 66-foot sloop *Pandora* of the California Y. C. fleet, and Al Christie's fast *Highlander*.

Among the smaller hulls the most popular class in point of numbers and all-round sportiness were the Birds. In the first day's race there were 13 starters, *Cuckoo*, *Curlew*, *Skylark*, *Alcyon* and *Gray Goose* rounding the 13-mile championship course in that order, the last two tying for fourth place.

Taking to the wing on the second day's flight, *Cuckoo* placed fourth, securing nine more points, making a total of 22, thereby edging *Gray Goose* by half a point. In the third and final race in a fresh breeze *Gray Goose* tore in over the home stretch 40 seconds ahead of *Cuckoo*, earning ten points against the other's nine for a total of 31½ to 31.

In the Star Class, the third day's event yielded a tie between the *Algol* and *Corinthian Stars*. In the extra sail-off race on Saturday, Joe McAleese skippered *Algol Star* over the line 1 minute 31 seconds ahead of Myron Spaulding at the helm of the *Corinthian Star*. Both stellar finalists flew the Corinthian colors.

The only outside competition in Class R was offered by *Friendship*, owned by Owen Churchill, of the Catalina Island Y. C., which garnered six points in the first two days' sailing, but failed to finish on the third. Two fouls in Thursday's race put *Francesca* and *Rascal* out of the running. Charles Langlais, of the Corinthians, piloting *Lady Gay*, took second place in the final struggle, but having placed first in the two previous races, won by two points over *Ace*.

What proved to be the most spectacular finish in the whole regatta and one of the closest in San Francisco Bay racing annals, was that of the third day's battle for honors between the "Sixes," when *Ayayay*, *Synnove* and *Maybe* cut the line exactly half a second apart. By crowding into the lead on the opening day, rolling in second on the second day and taking middle position among the first three over the line in the finals, *Synnove*, skippered by A. E. Rogers and flying the Newport Harbor Y. C. colors, annexed a one-point lead for the series over Stuart Haldorn's *Ayayay*, of the St. Francis Y. C. Arthur Rousseau, veteran bay sailor, placed third in *Maybe*, after finishing well out in front in the second day's race.

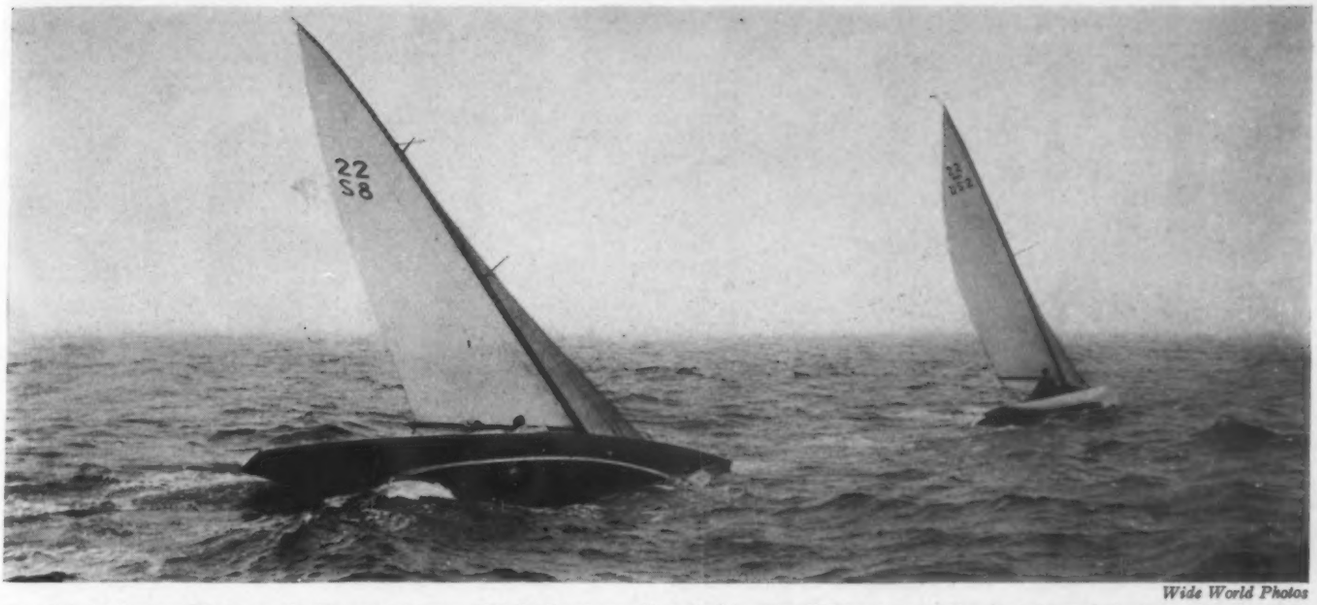
In the Eight-Metres, Owen Churchill's *Babe*, winner of the King of Spain's trophy and sailing under the colors of the California Y. C. of Wilmington, proved herself a consistent champion, winning each of the three events.

In the major handicap division, the class, including schooners, ketches, "F," and over, brought out six of the largest racing craft on the West Coast. By placing first in the first two races and second in the third, A. N. Kemp's trim schooner *Amorilla*, of the California Y. C., rolled up a four-point margin over the second place winner, W. W. Pedder's smart schooner *Diablo*.

One of the sweetest races in the regatta was sailed in the schooners, ketches, "G" and under, class. *Lady Ada*, Corinthian flagship, sailed a neck-and-neck series with Al Christie's *Highlander* of the Los Angeles Y. C. *Highlander* won each event.

In the "M," "N," yawls and sloops class, H. W. Rohl's big sloop *Pandora*, from the California Y. C., and Cyril Tobin's smart Swedish yawl *Galatea* of the St. Francis Club, both rolled up a nine-point score. The tie was decided in favor of *Pandora* in view of her having made the best corrected time.

***Gray Goose*, one of the sturdy little Bird Class, edged into first place by a scant half-point.**



Wide World Photos

Swedish 22 Square Metre yacht *Fyrvapplingen III* (in foreground), sailed by Bertil Matton and the American defender *Diane*, sailed by A. E. Luders, Jr. Note set of mainsail with main boom sheeted to windward on Swedish boat.

The Month in Yachting

Swedish Yacht Easily Wins Series in 22 Square Metre Class

IN the series of three races held between the Swedish 22 Square Metre yacht *Fyrvapplingen III* (meaning Four Leaf Clover) and the American *Diane*, held by the Indian Harbor Yacht Club off Greenwich, on September 13th, 14th and 16th, the foreign invader took the measure of her American competitor in no uncertain fashion, winning all three races with consummate ease, in light, moderate and brisk winds.

Fyrvapplingen III was sailed by Bertil Matton, with the assistance of Robert Swedlund and Sven Rinman, while *Diane* was capably handled by young A. E. Luders, Jr., aided by Samuel Townsend and Robert Noble.

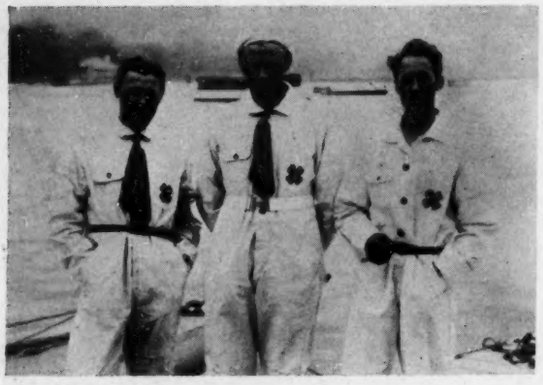
The American craft, in each of the three races, managed to get away in the leading position. But she could not hold it. For the Swedish boat, pointing higher and footing faster, sailed right away from the Yankee to windward, and also outreached and outran her. In a strong easterly breeze the first day, *Diane* managed to finish some 3 minutes 30 seconds behind the foreigner. The second day saw light and fluky breezes, and the Swede drifted across the finish line almost half an hour in the lead. In the third contest, in light and fluky going, *Diane* came in some 3 minutes to the bad.

Fyrvapplingen III represented the Royal Swedish Yacht Club, while *Diane* represented the Indian Harbor Yacht Club.

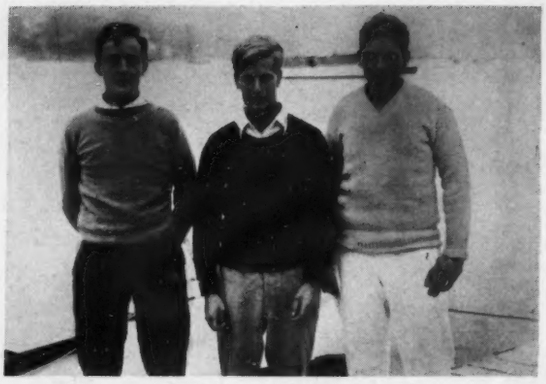
The Swedish craft astonished her competitor, and various onlookers, by the manner in which she sheeted her mainsail to windward, a new, but apparently very effective trick in American waters. As the photograph shows, her sails seem to set far better than the American's, and she is quite evidently outpointing the *Diane*. In justice to the latter, it might be mentioned that she was delivered from her builder's yard only a few days before the series started, giving her crew very little opportunity to tune up their craft, or get accustomed to her. A few days after the series ended *Diane's* rig was altered, and in several races she showed much improved form, though it is doubtful if she could be made fast enough to give the Swedish yacht any real competition.

Fyrvapplingen III **(at left) showing her perfectly setting Genoa jib. She is one of the fastest all-round "22's" ever built.**

Diane**, the American defender. She was received from the builder's yard only a few days before the first race of the series.**



Swedish crew (at left) in international 22 Square Metre match. Robert Swedlund, Bertil Matton (skipper), and Sven Rinman.



Diane's crew was composed of A. E. Luders, Jr. (center), skipper, Samuel Townsend and Robert Noble.

The Jeffrey's Ledge Auxiliary Race

SATURDAY, September 7th, the Boston Chapter of the Cruising Club of America held its annual race for auxiliaries over an offshore course of approximately 135 nautical miles. As in previous years, the committee relied entirely on the honor system in giving gasoline, no attempt being made to seal extra gasoline. Yachts were sent off on the intervals of their handicaps in two classes, those measuring less than 45 feet over all racing for prizes in Class B, and those measuring 45 to 65 feet over all for prizes in Class A. Of eighteen entries all but two started, eleven in Class B and five in Class A.

The dividing of entries into two classes was due to past experience that in light airs a small boat was likely to win, whereas in heavy weather a large craft was sure to have an advantage. The finish times indicate the wisdom of this division. Although handicapped as one class racing together, the very moderate weather enabled four Class B boats to finish before the winner in Class A crossed the finish line.

Saturday morning came in thick, with little or no air in Manchester Harbor. There was a favoring breeze outside, however, as Dick in *Youth* only used his engine three hours in the first 95 miles. *Retriever* knocked a compass adjusting magnet adrift and eventually was forced to withdraw. *Malay* stood north, hunting for breeze and missed the current at Cape Cod. *Pennesseewassee* was one of several who were set far to the eastward on the run north from Cape Cod to Jeffrey's. She continued gamely to search for the buoy until 1.00 P.M., Sunday, when her search was rewarded. *Malay*, in the same predicament, withdrew and on the way home found the buoy by chance. *Mahdee* found the marks on her courses, but used all her gasoline in getting to Jeffrey's, and was then becalmed for nearly three hours before catching northeast breeze.

The fog held thick from Saturday evening until nearly noon Sunday. During the night there was a good deal of thunder and lightning which added to the anxieties of the skippers in carrying light sails. All boats made good time on the run home, the fastest by *Nancy Lee*, a Casey boat, which covered the forty miles in 4 hours 54 minutes.

Eleven out of sixteen boats found the Jeffrey's Whistle in very thick weather. Of the five which missed it, two had faulty compasses. Not a single boat fetched to the westward of the whistle, which gives color to the rumor that the ebb and flood on Jeffrey's Ledge both set to the eastward.

Youth, winner of first prize in Class B and the first boat to finish in both classes, sailed a flawless race, in which good judgment and accurate navigation brought the honor which it deserved. *Youth* is a Marconi-rigged yawl designed by S. S. Crocker and equipped with a small 4-cylinder Red Wing engine, 32 feet over all, 23 feet 6 inches water line and 5 feet draft. Evans Dick, Jr., former subchaser skipper, her owner, was the only captain in the race who made adequate allowance for the extra high course of tides on the 55-mile run from Peaked Hill Bar Whistler to the unlighted whistler on Jeffrey's Ledge, which he picked up dead ahead before dawn Sunday, and was checked by the stake boat as first boat around at 4.35 A.M.

Mesoma, owned by Merrill Hunt, winner in Class A, is a 48-foot Marconi-rigged ketch, designed and built by Casey at Fairhaven, equipped with a Scripps F-4 engine. Although rounding Jeffrey's Ledge almost simultaneously with *Mahdee*, second to finish in Class A, *Mesoma* had husbanded her gasoline to such advantage that she crossed the finish line an hour and a half ahead of her rival.

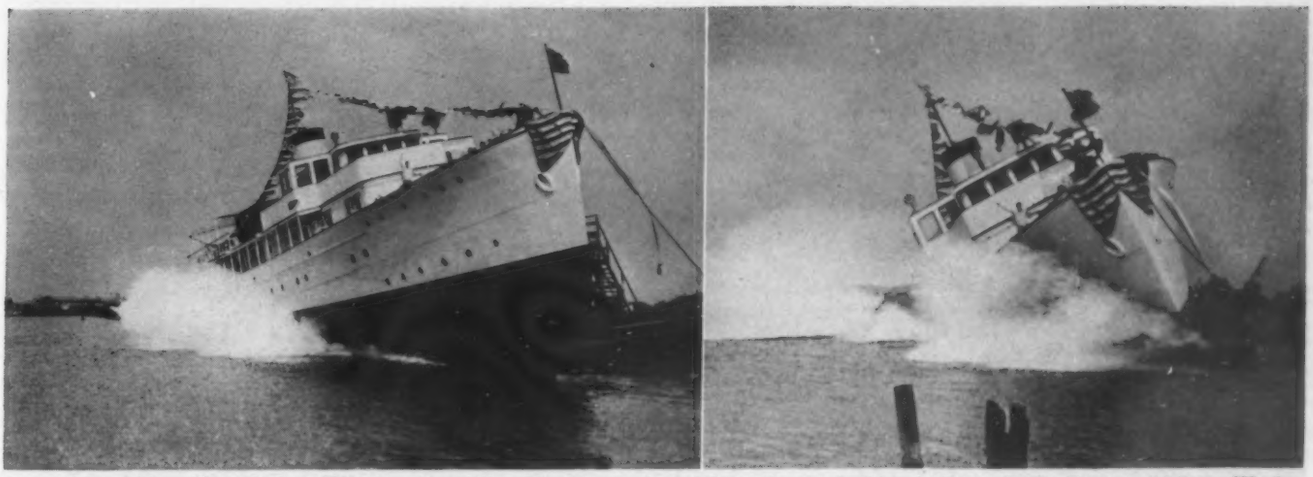
It is interesting to note that so-called "stock boats" finished first and second in both classes. *Mahdee* is one of the *Eastward* models, from designs by Eldredge-McInnis, and *Lode Star* is a standardized Alden model.

The changes recommended for next year are as follows:

1. Add 10 per cent to the over all length of sloops in computing handicap.

Youth (left), owned by Evans Dick, Jr., and the Class B winner in the Jeffrey's Ledge Auxiliary Race of the Cruising Club of America, Boston squadron.

Mesoma, Merrill Hunt's Class A ketch, won in her class by an hour and one half.



A novel launching. The 169-foot Diesel cruiser *Olive K* going overboard from the yard of her builders, Defoe Boat and Motor Works, Bay City, Mich. The photographs were taken a few seconds apart. *Olive K* is owned by Charles F. Kettering, of Detroit, and was designed by John H. Wells, Inc., and Cox & Stevens, Inc.

2. Deduct 10 per cent from the gasoline allowance of boats equipped with reduction gear motors.
3. Race all boats in one class with four prizes.
4. Possibly restrict entries to boats under 56 feet over all.

Boat	*Rig*	*Owner*	*Finish*
		CLASS B	
Youth	Yawl	Evans Dick, Jr.	2–00–00
Lode Star	Ketch	J. J. Storrow, Jr.	2–22–00
Nancy Lee	Ketch	F. V. Smith	2–34–00
Cypamar	Yawl	H. L. Kirkpatrick	3–31–00
Wanderer	Schooner	David Henwood	5–06–00
Amberjack	Schooner	P. D. Rust, Jr.	5–12–00
Pennesseewassee	Schooner	Earle Smith	9–40–00
Retriever	Yawl	Arthur Rotch	D.N.F.
Gringo	Yawl	Harold Amory	D.N.F.
Vagabond	Schooner	Henry A. Morss, Jr. Sherman Morss	D.N.F.
Ptarmigan	Schooner	F. E. Cabot	D.N.F.
		CLASS A	
Mesoma	Ketch	Merrill Hunt	3–40–00
Mahdee	Schooner	A. W. Moffatt	4–50–00
Fearless	Schooner	R. B. Williams	5–05–00
Malay	Schooner	R. W. Ferris	8–35–00
Windigo	Schooner	Richard Heywood	D.N.F.
Black Goose	Schooner	Everett Morss, Jr.	D.N.F.

A. W. MOFFATT.

The Season on Barnegat Bay

ANOTHER defeat at the hands of the Canadians of the Royal St. Lawrence Y. C. in the bilgeboard scows, the successful introduction of a new fleet of International Star Class sloops, and generally well filled entry lists in all classes marked the past yachting season on Barnegat Bay.

Despite dire predictions of old-timers, the Stars proved that regardless of some fifty years of racing in centerboards exclusively, keel boats can navigate Barnegat without any trouble. In some forty odd races with seven boats competing, only twice did anyone pile on bottom and in each of these cases the skippers were obviously taking a chance on cutting well-known flats. The first season's Star fleet was recruited entirely from the Seaside Park Y. C., but indications are for 15 boats in 1930 with new sloops already ordered by members of the Bay Head and Toms River Yacht Clubs. The fleet championship went to Vice-Commodore Grover's *Vixen* III, Barnegat's entry at New Orleans, while the elimination series was an easy triumph for R. C. and W. C. Hiering in *Flying Cloud*, the Jersey entrant at Cuba next winter. Extremely close racing in this class was noticeable all season, this feature being a strong inducement in bringing new boats to the fleet for 1930. Of the seven Stars racing this summer each took at least two first places.

***Flying Devil*, winner, Junior Sneakbox Class Championship on Barnegat Bay. She was owned, and was sailed, by E. F. Britten, 3rd.**

Commodore E. R. Perkins' *Tamwock* again won the Class A championship of Barnegat this year.

The yacht harbors along the waterfront at St. Petersburg, Fla., showing excellent mooring basins for small yachts. The St. Petersburg-Havana ocean race will start from here next March.

Of the older types on the bay the Class E sloops attracted most attention by reason of their use in the internationals with Canada. In the bay competition F. Slade Dale, of the Bay Head Y. C., well known as the adventuresome pilot of *Postscript*, sailed F. W. Thacher's *Rascal* to an extremely easy triumph for the championship, considering the fleet of 15 boats. Dale took six firsts in nine starts, his victory in the finals on Labor Day being by over 14 minutes. These Inland Lake scows continue to be popular, due to the impetus of international competition.

Encouraging to those interested in Barnegat Bay racing was the revival of interest in the towering Marconi-rigged catboat class, as these craft are peculiar to New Jersey and for a time seemed headed for oblivion, much as the old, over-rigged sneak-boxes once so popular, and now no longer raced. The cats made their best showing of recent years. Of the fleet of five, Commodore E. R. Perkins' *Tamwock*, of the Seaside Park Y. C., repeated her performance of 1928 by again taking the title. *Tamwock* was skippered by John R. Weaver, of Philadelphia.

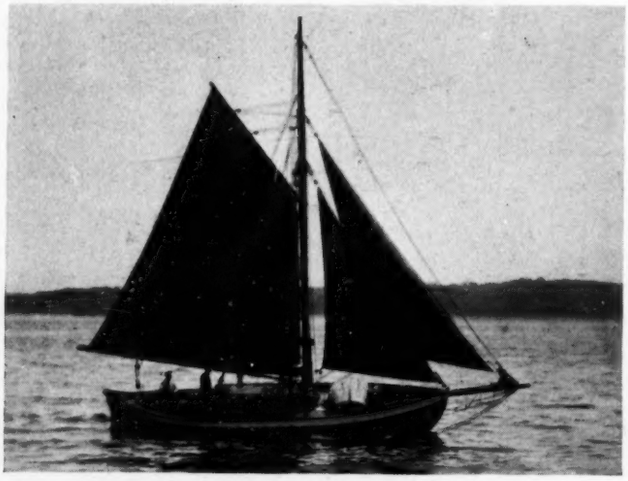
The junior sneakbox championship went to E. F. Britton 3rd's *Flying Devil*, of the Bay Head Y. C., whose sailing was extremely consistent in a class which attracted from 30 to 50 entries in each contest. In the 18-foot catboat class, more often called the "Atlantic City cats," seasonal honors went to J. R. Vail's *Sand Flea*, of the Seaside Park Y. C., by a wide margin.

As a matter of general interest, the championship winner of the old gaff-rigged catboat class, Capt. F. O. Bailey, has quite a few years on Walter Burgess, recently acclaimed in YACHTING as the oldest active yachtsman in the country. For with all his 86 years Captain Bailey sailed his *Me Too*, of the Bay Head Y. C., to a second consecutive title and, what is more, has been so consistent a winner as practically to break up the class.

In two open inter-fleet Star contests at Seaside Park, the first for the new Bamberger Trophy, George W. Elder's *Iscyra II*, of the Manhasset Bay Y. C. and the Western L. I. Sound Fleet, scored two splendid victories. In each race T. D. Parkman, of the Atlantic Y. C., brought his *Fleet Star*, of Gravesend Bay, in third, while local entries took second each time.

Prospects in general are bright for even more yachting activity for 1930 on Barnegat, with a half dozen new Stars in prospect, a couple of new Class E sloops, rumors of several new Class A catboats, and the probability of four 22 square metre boats being built at Island Heights, although whether the latter will be used on Barnegat or on the Delaware River is as yet open to doubt. Indications point to this summer's record of 82 entries on Labor Day being comfortably surpassed next season.

CHARLES E. LUCKE, JR.



The little cutter *Direction* which sailed from New York last spring for Greenland. She was blown ashore on the Greenland coast while anchored, and wrecked. Her young skipper, Arthur S. Allen, Jr., and his crew were saved, but the former was killed last month by a motor truck near his home.

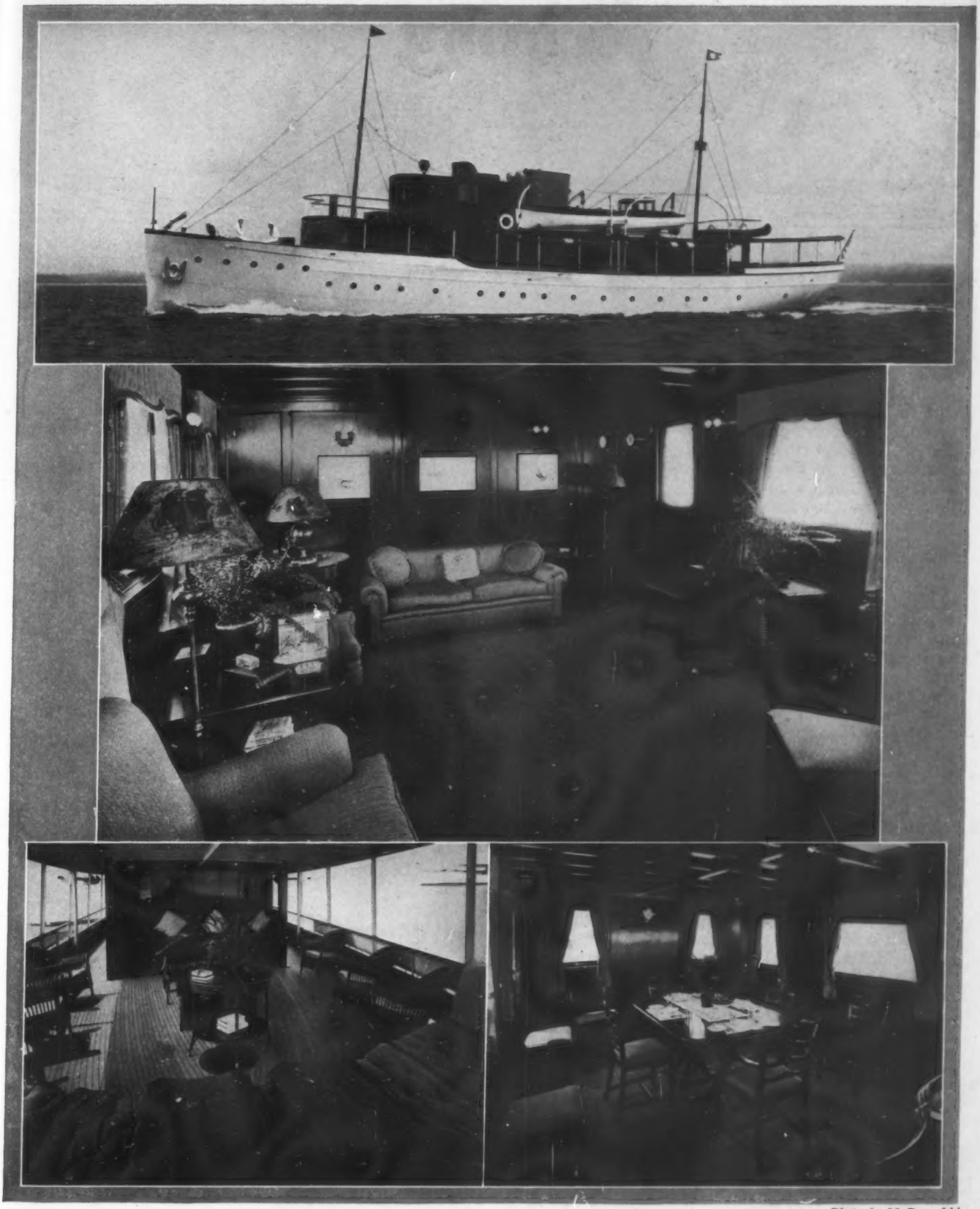
Star Class Title of the Great Lakes Won by *Twinkle Ditto*

AS the result of the presentation of a perpetual trophy by Commodore Thomas P. Archer, of the Bayview Y. C., Detroit was the scene of the first Great Lakes Championship of the Star Class. The series was sailed on Lake St. Clair September 5th to 7th, and while there were but four entries, the competition was keen and the races created much interest throughout the Lake region.

Twinkle Ditto, challenger from Chicago, carried off the honors, and her skipper, Max Hayford, has the distinction of being the first Star champion of the Great Lakes. Up to the last day, however, the Toledo entry was regarded as a sure winner, having taken the first two races. In these events, John Boice, skipper of the *Neptune III*, elected to sail his own race rather than indulge in luffing matches with *Twinkle Ditto* and *Scrapper*, the Detroit River defender, with the result that he had a two-point lead over the Chicago boat at the end of the second race. The final race, however, was another story. Hayford won by a margin of four minutes, and the scrapping *Scrapper* slid into second place, with the Toledo entry falling back to third. This brought about one of those proverbial ties for which all major Star championships are famous.

On the evening of September 7th, Lake Michigan and Western Lake Erie were tied with 10 points each. The series was over and no race could be sailed the following day. The sail-off, therefore, was started within a few minutes, over a shortened windward and leeward course. As night began to settle over Lake St. Clair, Hayford brought the colors of the Sheridan Shore Y. C. across the line so far ahead of his rival that one might well say that there was no other boat in the race.

Wanderer—An Able Steel Cruiser



Photos by M. Rosenfeld

Wanderer **is an especially able Diesel cruiser built this year for George Whitney, of the New York Yacht Club, from designs by H. J. Gielow, Inc. Both on deck and below, she is most attractively arranged and finished. The reproductions show the main cabin in the deckhouse, the dining saloon, and the spacious after deck. Two Bessemer Diesels furnish the power. George Lawley & Son Corporation were the builders.**

Editorial

Measurement Rules for Ocean Racing

THE two organizations that have done the most to foster ocean racing, the Cruising Club of America on this side of the Atlantic, and the Ocean Racing Club on the other side, are both in the throes of rule making in the effort to evolve an equitable and workable rating formula by which to measure the ever growing fleets that take part in these blue water contests. The task is a difficult one, as anyone who has tried his hand at framing a rule to rate fairly boats of widely different types will appreciate. What the two clubs propose in the way of alteration to the rules that have been in force will be found elsewhere in this issue of YACHTING.

The great difficulty in framing a rule is that the makers have in mind certain existing types which make up the bulk of the fleet that will be attracted by such a race. The rule works well for these particular boats until the competition becomes so keen that new yachts begin to be built in which the designers very naturally take what advantage they can under the rule to obtain a more favorable rating, and sometimes sacrifice other considerations to speed. This is perfectly legitimate and makes for progress, but "plays hob" with the rule and puts the older boats, which still make up the bulk of the fleet which supports such a race, at a disadvantage. If all the boats in any particular race were built to the rule it would be a different matter. But this is not the case. So the need arises for changes in the rule that will equitably rate the new boats and the older ones, having in mind, at the same time, the encouragement of those features which experience has shown desirable in yachts designed for seagoing purposes. In this respect the task differs from the framing of a rule for racing boats which are to be built to a definite rating.

No one claims that the rules under consideration are perfect; no rule is, and undoubtedly these rules can "be beaten." In essence, the Bermuda Rule and the Ocean Racing Club Rule are the same. The method of measuring some of the factors are different, though both obtain very nearly the same result by slightly different methods. But, as they stand, a boat built to one rule will, on the whole, rate fairly well under the other. At some future time it may be possible to get them in exact accord.

New York "Thirties" Complete Twenty-fifth Year as a Racing Class

IN a summer packed full of international racing and which saw the advent of many new classes, but little note has been taken of the silver jubilee of what is, probably, the most famous racing class ever built in this country, the New York Yacht Club 30-Footers. Yet the "Thirties" were racing this season for the twenty-fifth consecutive year, and furnished some of the best sport on the Sound. The story of the class is too well known to need repeating here, but at the close of a hard racing season its twenty-fifth anniversary should not go unnoticed. No other class that we know of, built as long ago as the "Thirties," still survives. Others have come, made their bid for popularity, and sunk to oblivion. Even their names are forgotten. But the "Thirties," built in 1905, the first one-design class to follow the advent of the new rule of that year, is still going strong. In any company they hold their own. Never was there another class like it. Eighteen were built at Bristol and took the water early in their first season. Every one of these is still afloat, and while a few have dropped out of the racing, a dozen or more were on the lists this season and going as well as ever.

Two reasons can be assigned, perhaps, for this long popularity. One is that the boats themselves are wholesome little craft with sufficient cruising accommodations to make them something more than the day sailing racing machines that most racing boats of their size are today. The other reason, and perhaps the more important one, is in the calibre of the men who have owned and raced them. The list is an impressive one and comprises the names of many of the best known racing skippers on the Atlantic Coast.

It is more than a possibility — it is a strong probability — that we will be able to record the thirtieth anniversary of this sterling class five years hence.

American Boats and Engines Abroad

IN all the accounts that have filtered through to this country of the British exhibit of motor boats and marine engines, held in London in September, one cannot help but be impressed with the way in which these power-driven craft are winning their way among British sportsmen, who as a class have always been ultra-conservative in everything nautical. The development in both speed boats and cruisers, as well as in the power plants to drive them, has been remarkable during the past two or three years. Impressive, also, was the display of American designed and built boats and engines, exhibited largely through foreign representatives of American manufacturers. Especially was this noticeable in outboard motors, there being large exhibits of Elto, Evinrude, Johnson and some of the other well-known makes. Among the American speed boats noted were Chris-Craft and Dee Wite runabouts, while Kermath, Universal and Van Blerck power plants made a brave showing in competition with British products.

In the World of Yachting

CHARLES G. DAVIS

SAILOR, author, designer of yachts, boat builder, collector of data on ships of the past, and a racing skipper hard to beat, it is difficult to say on which of these counts "Charlie" Davis is best known to yachtsmen from the Atlantic Coast to the Pacific. Certain it is that but few yachtsmen have had his wide experience in all sizes and types of vessels, from small yacht to square-rigger, and that but few excel him in seamanship or ability to get out of a boat all that is in her.

It was in 1884, when only 14 years of age, that "Charlie" Davis, with his older brother Bill, bought his first boat, a 15-foot flat-bottomed centerboarder. With his own hands he built a small cabin on her, and rigged her, the sails being made by a Brooklyn awning maker. In this boat, the *Porgie*, the two brothers cruised on the western end of the Sound and on the Hudson. *Porgie* was followed by the old sandbagger *Addie M* (renamed *Rambler*), which was raced on the Hudson and the upper and lower bays when this type was going strong and attracting some of the best of the racing talent of that day.

It was at this time that he became a member of the newly formed Audubon Yacht Club, and its official measurer. Then came the *Freyja*, a Wintringham sloop, which was raced under the colors of the Atlantic and Pavonia Yacht Clubs. She was most successful until the Herreshoff fin-keeler *El Chico* came along and, to use his own words, "proved our Waterloo."

Always interested in yacht design, Davis went with William Gardner in 1889 to study naval architecture. Here he had old John Harvey at his elbow for three years, until too close application to the draughting board affected his eyes. So in 1892 he shipped as A. B. in the Boston bark *James A. Wright* for a voyage around Cape Horn to the west coast of South America. This voyage was packed with adventure, during which he wrung much salt water out of his socks. On his return he went back with Gardner for a year, but the call of the sea was still strong and he made another offshore voyage in the three-masted schooner *J. Percy Bertram*. The following year he started on "The Rudder" with old Tom Day, where he stayed several years, during which he raced the *Dragoon* and the *Hussar*, two sloops built by Tom Webber, of New Rochelle.

In 1899 he was asked to sail the *Genesee* for the Chicago Yacht Club in her quest of the Canada's Cup. She was successful, and in her he won three straight races from Aemelius Jarvis, sailing *Beaver*, off Toronto. The following year he met Jarvis again off Rochester in the Fisher Cup series and defeated him in two straight races. He then went with C. C. Hanley, the famous builder of centerboard boats, at Quincy, Mass., and later returned to New York where he designed several yachts and raced every Saturday throughout several seasons.

It was some time after the war that "Charlie" Davis became interested in the building of models. In the search for accurate data on famous ships from which to work, he found a surprising dearth of material. As a result of diligent seeking he uncovered much valuable information, which he used in several books he has had published on ship models and model building.

All in all, his has been a wide and varied experience.

South-East—Twenty-Five Feet of Boat

A Little Cruiser for the Single-Hander, and the Reasons for Her

By Otto A. Erdmann

THE little cruiser shown in the accompanying drawings is the outcome of much thought, many compromises, twenty years of personal experience in all sorts of craft on the North Sea and the Baltic, coupled with many misgivings from the point of view of the naval architect. She was born last winter and is the result of necessity and hard times in my country (Germany) which made the strictest economy essential.

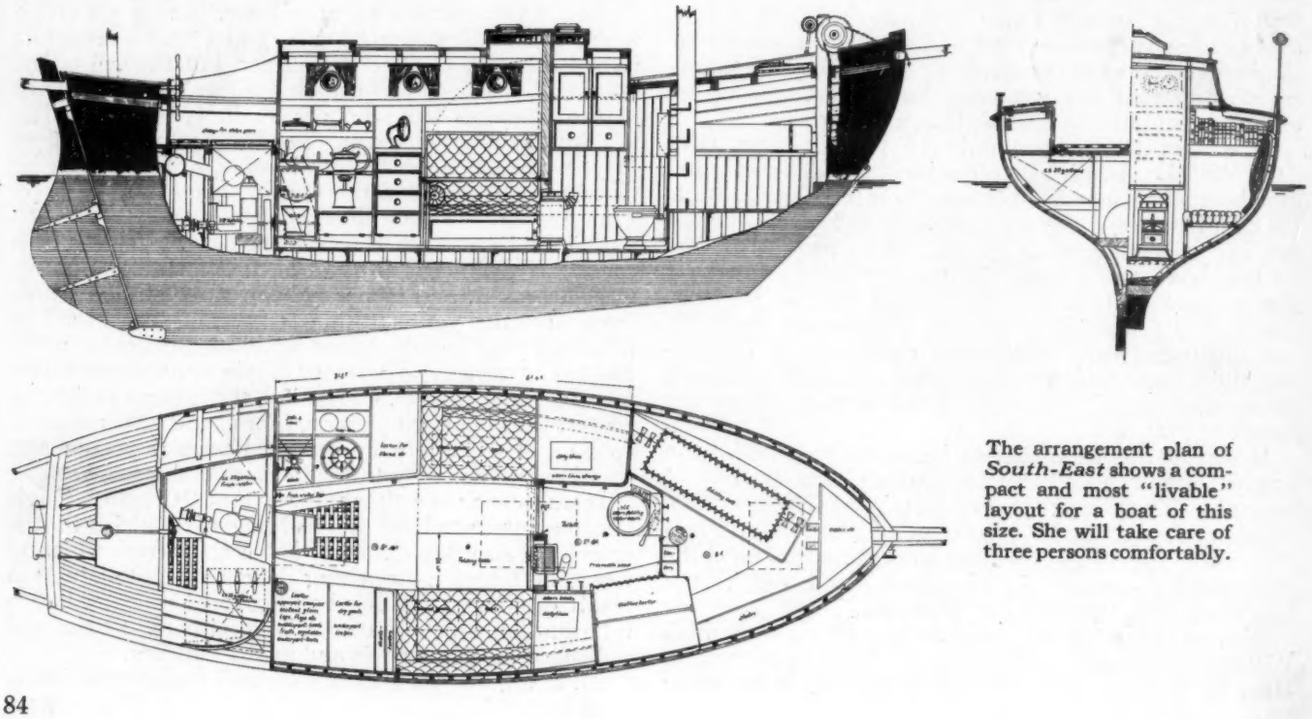
While the glistening and gleaming Scharencruiser, lean and swift, is the popular type of Northern Europe, these craft have very little room inside. My vision was of a little cruiser that would be one's home afloat, when I started out to lay down the lines of the little *South-East*, which might possibly better be named "Shorty," or "Fatty." Even the name suggested the gentlest wind we have on the Baltic, and which, I hope, will always help carry the little ship merrily on the blue, tideless waters and along the wooded shores which are destined to be her sailing ground. They are among the finest cruising waters in the world, in spite of Alfred Loomis and the bad impression he cherishes of Germany and the Baltic.

The little boat is a single-hander for my father, a cruising sailor, 66 years of age, who, for many years, sailed his 60-foot ketch *Wanderer* into every nook and harbor of the Baltic and the North Sea, until the changed economic conditions made it necessary to get something much smaller and less expensive.

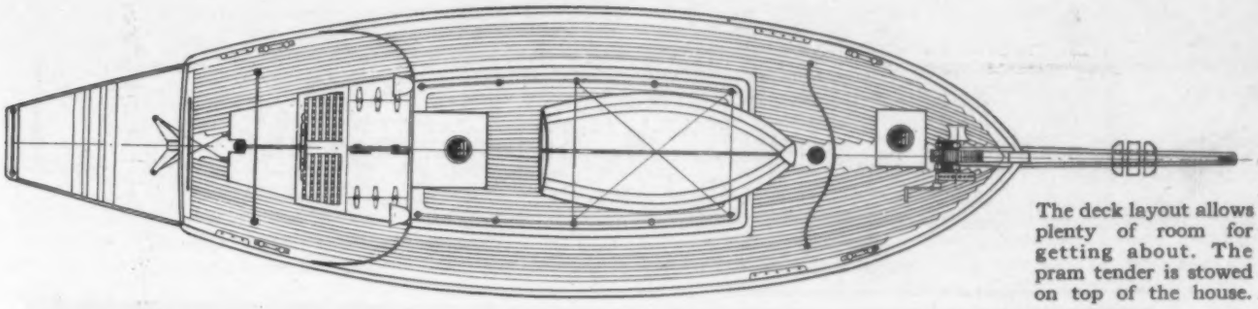
So one winter's day, with the thermometer ten degrees below zero, I went to work. The little boat had to be small enough to be sailed single-handed; she should have both head room and elbow room for living on board for a number of months. This, a *sine que non* for an older man, softened through a long life of comfort.

Sail plan of *South-East*, a 25½-foot cruiser by Otto A. Erdmann

The first sketches came to some thirty feet, and looked very fine indeed, but would never do, as the cost was prohibitive. So, sketch followed sketch, until I finally succeeded in getting the necessary accommodations on the following dimensions: l.o.a., 25′ 7″; l.w.l., 23′; beam, 9′; draft, 5′. The heavy displacement of seven tons did not shock me so much when I thought of her heavy construction; the endless dunnage and provisions to be taken along; and the added stiffness without "sailing on her ear." But how to get enough sail on her without making her unhandy for one man and yet give reasonable speed under sail, was a problem.



The arrangement plan of *South-East* shows a compact and most "livable" layout for a boat of this size. She will take care of three persons comfortably.



The deck layout allows plenty of room for getting about. The pram tender is stowed on top of the house.

As to her lines, I have only to say that they are not just as I wanted them, but I was limited in length by financial considerations. They are, of course, carefully worked out to obtain a fine run and easy fore-and-aft sections, combined with the right distribution of displacement, gravity, water line, and lateral and sail centers. After many years of experimenting and analyzing of fishing boats, yachts, and commercial vessels, I found that fine ends are essential for good behavior in a seaway. This statement is borne out by all known good and fast sea boats of today. All the Colin Archer boats, the fishermen of the Baltic, North Sea, and Channel; the Chinese junks, the Malay boats, all have exceptionally fine lines under water, especially in the ends. There is plenty of stability, with easy deadrise to insure stiffness and easy motion, both invaluable in a sea boat. Of course, plenty of lateral plane is provided, but it must be remembered that the little ship will sail single-handed without anybody at the wheel, and that ease of steering when running is essential, which accounts for the drag of the keel. The underside of the keel is straight for practical reasons — it is easier to build and gives a fine bearing if the boat is hauled out or laid up.

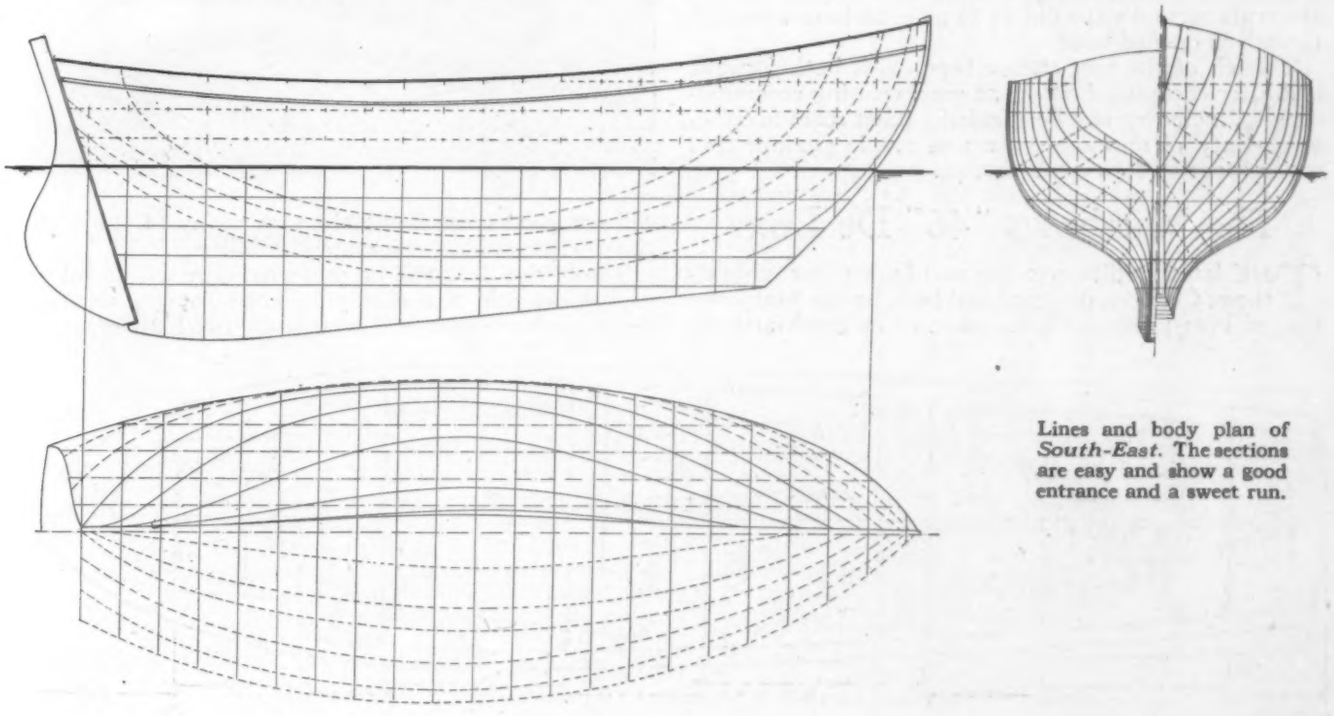
With her ample freeboard and easy sections, she will prove quite dry as long as sailing in so small a boat is practicable. Of her ballast, one and one-half tons is on her keel, the rest being run into the bilge as concrete, to insure a sweet bilge and protection against rot.

Now we come to the sail plan. The ketch rig was finally decided upon as the best for our purpose, and with much squeezing and trying it was accomplished. Opinions may differ, but here on the Baltic many of our fishing boats were formerly ketch-rigged, and most cruisers are today. It is not a fast rig, but one that is easily handled, with little power, under all conditions. I am not a glutton for work, especially when pleasure cruising, and whoever has seen our fishermen working 40- and 50-tonners in heavy weather, with only one man and a boy on board, would be convinced that it is the easiest rig to handle.

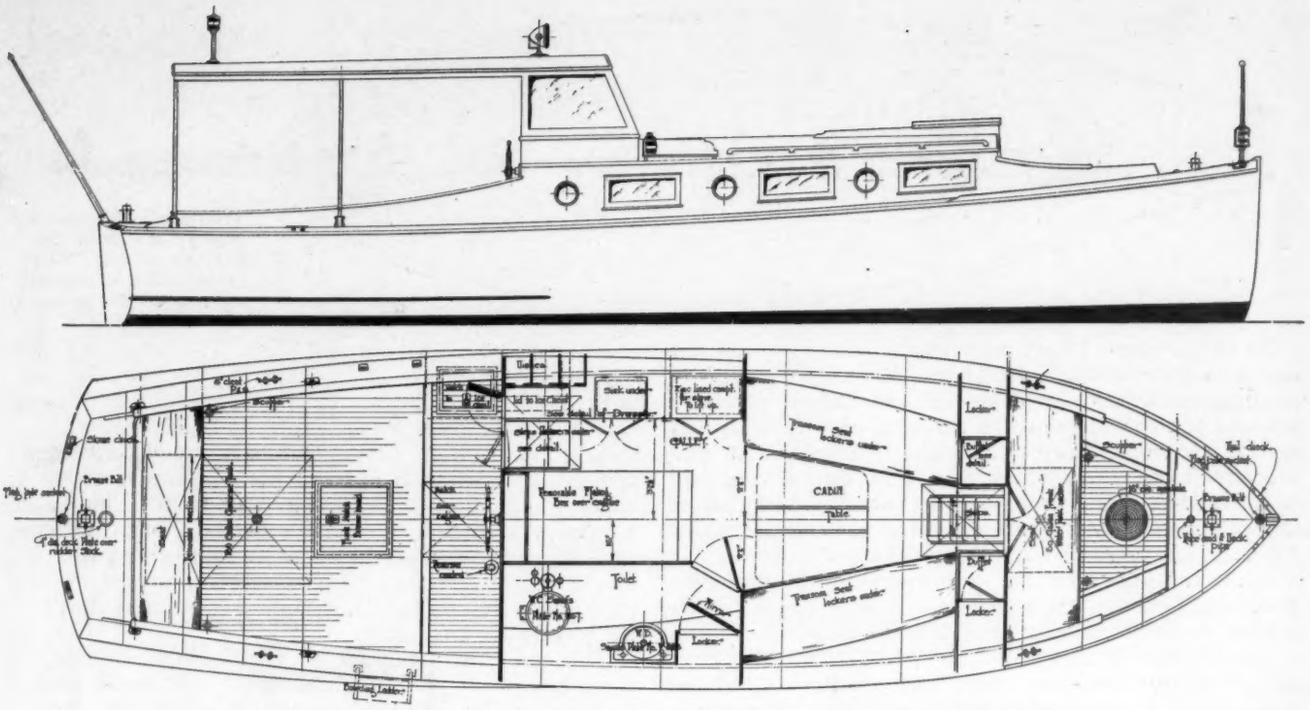
The sails are arranged with all sheets running on travelers. With the generous beam and the travelers as long as the bulwarks permit, it is an easy matter to get the sails to set flat, even on a wind. The loose-footed sails I prefer for their easy reefing qualities and the advantage to be derived from changing the draft to suit wind conditions. The gaff mainsail was chosen for the quick shortening in a squall by dropping the peak, which cannot be done with the Bermudian sail. All sheets and halliards have double-ended hauling parts to eliminate chafing and wear as long as possible.

Two other unusual arrangements for so small a boat will be noted on deck. One is a serviceable, though very ugly anchor winch, which will help to get the 40-fathom cable with the big anchor, together about 400 pounds, from the bottom. Without a winch this is a punishment

(*Continued on page 118*)



Lines and body plan of *South-East*. The sections are easy and show a good entrance and a sweet run.



***Evader*, the 38-foot fast cruiser designed by C. A. Nedwidek for Commodore J. W. Bullard.**

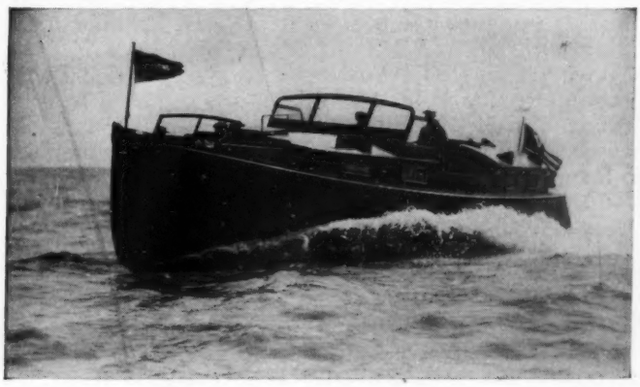
The Trunz Trophy Winner

ABOVE are shown the plans of *Evader*, the fine little cruiser owned by Commodore J. W. Bullard, of the Sheepshead Bay Y. C., which won the recent 46-mile ocean race held by the Sheepshead Bay Y. C. and clinched the Trunz Trophy for the club presided over by her owner. *Evader* was designed by Chester A. Nedwidek and built by Staples, Johnson & Co., of Biddeford, Maine, and is of the following dimensions: l.o.a. 38′8″; beam, 11′3″; draft, 3′. Powered with a 6-cylinder Van Blerck motor, she clips off 20 miles an hour in average cruising, and steps out at 24 miles an hour when the throttle is opened wide.

Though of the fast cruiser type, with both forward and after cockpits, *Evader* has good cruising accommodations, including two berths, large toilet room and galley, plenty of stowage space and ample gasoline and water capacity for extended trips.

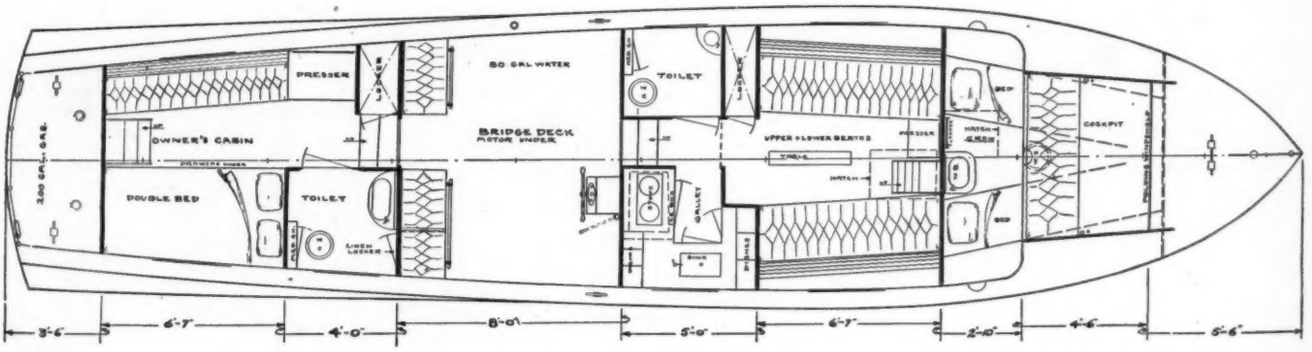
The Matthews "46" De Luxe

THE latest addition to the well-known line of Matthews Cruisers, designed and built by the Matthews Co., of Port Clinton, Ohio, is known as the Matthews "46" De Luxe Double Cabin Sport Cruiser, a photograph and arrangement plan of which are shown herewith. The new craft will be produced on both the 38-foot and 46-foot hulls produced by this company, and



will compare most favorably with many of the high-priced custom built commuters of today.

The bridge deck will be protected only with a rakish windshield and a specially-designed canopy arrangement. Under the forward cockpit are two built-in berths



for the crew, finished and equipped as nicely as most guest quarters. Abaft this compartment is a more or less conventional arrangement of main saloon with four berths, toilet room, and complete galley. The owner's cabin, aft, with connecting toilet room, may be arranged in any of three ways — large double bed, as shown, twin built-in beds, or with the more conventional "two uppers and two lowers."

Gosling II — An Auxiliary Schooner Which is Somewhat Different

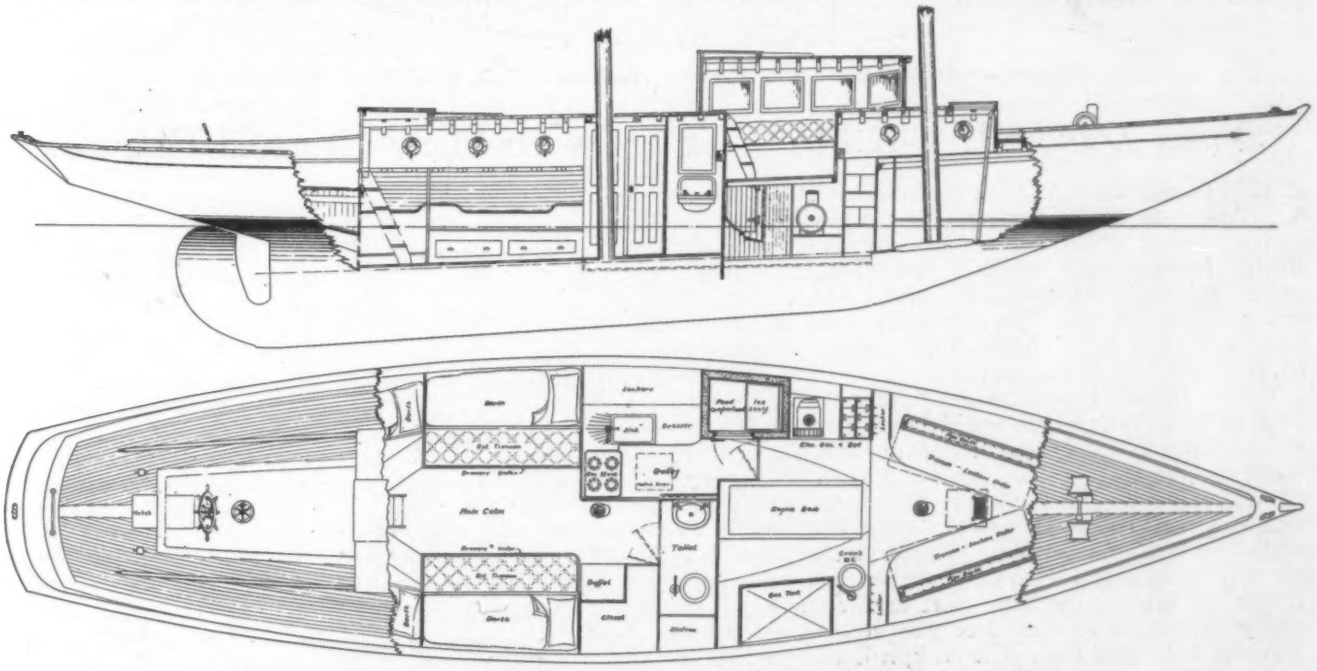
YACHTSMEN in Buzzards Bay and nearby waters have had the opportunity the past season of seeing a new and handsome auxiliary schooner with numerous features out of the ordinary. She is *Gosling II*, a 59-footer with knockabout Marconi schooner rig, designed by Gordon Munroe, of Munro and Munroe, and built by James E. Graves, of Marblehead. She is owned by Geoffrey G. Whitney, of Boston, and her home port is Wood's Hole. Her dimensions are: l.o.a. 58′6″; l.w.l. 40′; beam, 14′; draft, 5′6″; sail area, 1377 sq. ft. The auxiliary power is a 4-cylinder Murray & Tregurtha 60 h.p. motor, under which she does close to ten miles an hour.

The appearance of this craft is distinctly pleasing, with moderate freeboard, shapely ends and easy sheer. Although not overburdened with sail, she has proved handy and smart, and is exceptionally dry and comfortable in the choppy waters of Buzzards Bay. The rig is distinctly easy to handle under any conditions, while the moderate draft enables her to use many of the small harbors near her home port which are denied her sisters of greater draft.

Sail plan of *Gosling II*.

One of the outstanding features of the design is the deckhouse, just abaft the foremast, which contains duplicate steering wheel and engine controls for handling the ship under power. The trunk cabin extends forward of the foremast, giving full headroom in the forecastle.

The arrangement below decks is quite unusual for this size and type of yacht, no attempt having been made to divide up the space into small compartments. Instead, there is a large, airy main cabin aft, with four fixed berths and two extension transoms. Forward of this, to port, is the large and well equipped galley, while opposite the galley is a buffet, closet, and toilet room. Farther forward is the engine room, containing the electrical generating set, batteries, crew's toilet, etc. The two-man forecastle is unusually roomy and comfortable, and a big forepeak and good lazarette assure excellent stowage space for extra sails and gear of all sorts. Taken all in all, *Gosling* looks to be just the right kind of craft for the man who wants good appearance, plenty of comfort, reasonable sailing qualities, and more speed under power than usual.



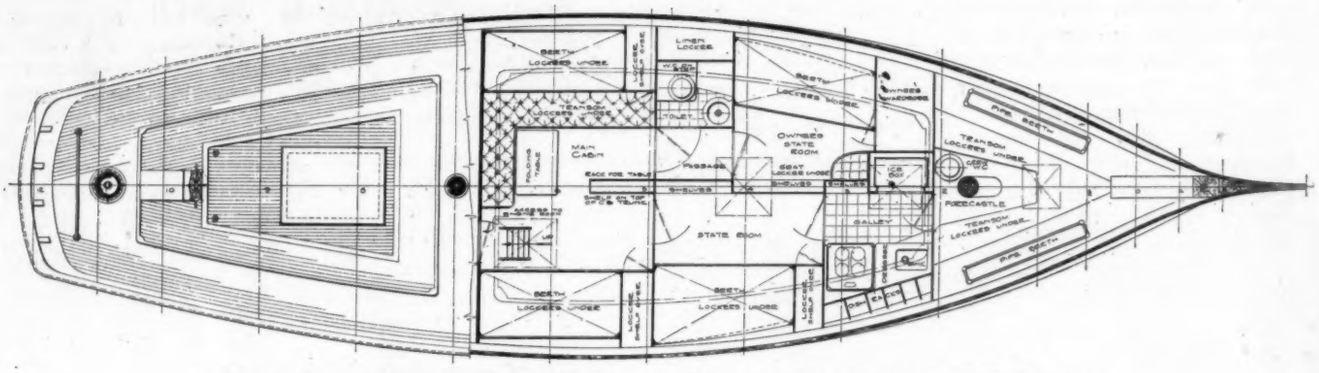
Inboard profile and accommodation plan of *Gosling II*, designed by Munro and Munroe.

Loretta — Almost a Bugeye

BUGEYES are not so numerous as in years gone by, even in Chesapeake Bay, their native habitat. Admirers of the type should therefore be pleased to see the accompanying photograph and cabin plan of *Loretta* — for though her stern departs from the true bugeye form, she is true to type in almost all other respects — clipper bow, jib-headed ketch rig, smartly-raked masts, and large single headsail. She was designed by P. L. Rhodes, of New York, and was completed the past summer for F. H. Regan, of Baltimore, by M. M. Davis & Son, of Solomons, Maryland. Her dimensions are: l.o.a. 59′; l.w.l. 45′; beam, 16′; draft, 4′; sail area, 1335 sq. ft.

Going down the companionway steps from the bridge deck one enters a large saloon, with two built-in berths, transoms, lockers, etc. Forward of this, to port, is a toilet room, followed by the owner's stateroom, with wardrobe, seat, lockers, etc. A guest's stateroom is opposite, and forward of it is an excellent galley. Two folding berths, transoms, lockers, etc., are found in the forward part of the ship.

Loretta has proved to be a smart sailer and easy to handle at all times, and steers herself exceptionally well. The deck space is ample, and the unusually large cockpit, covered with an awning, is a feature which will be appreciated by all who have been on "loafing cruises" on the warm midsummer days in the Chesapeake. A 40 h.p. Lathrop motor drives her at fine speed.



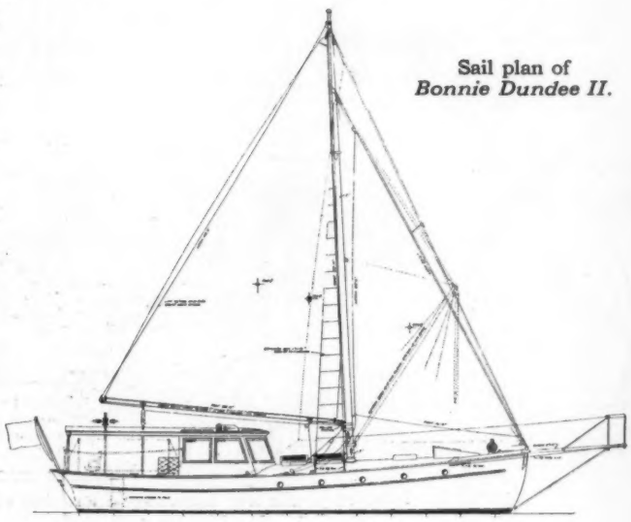
The spacious accommodation plan of *Loretta*, designed by P. L. Rhodes for F. H. Regan.

Bonnie Dundee II—A Motor Sailer With Many Unusual Features

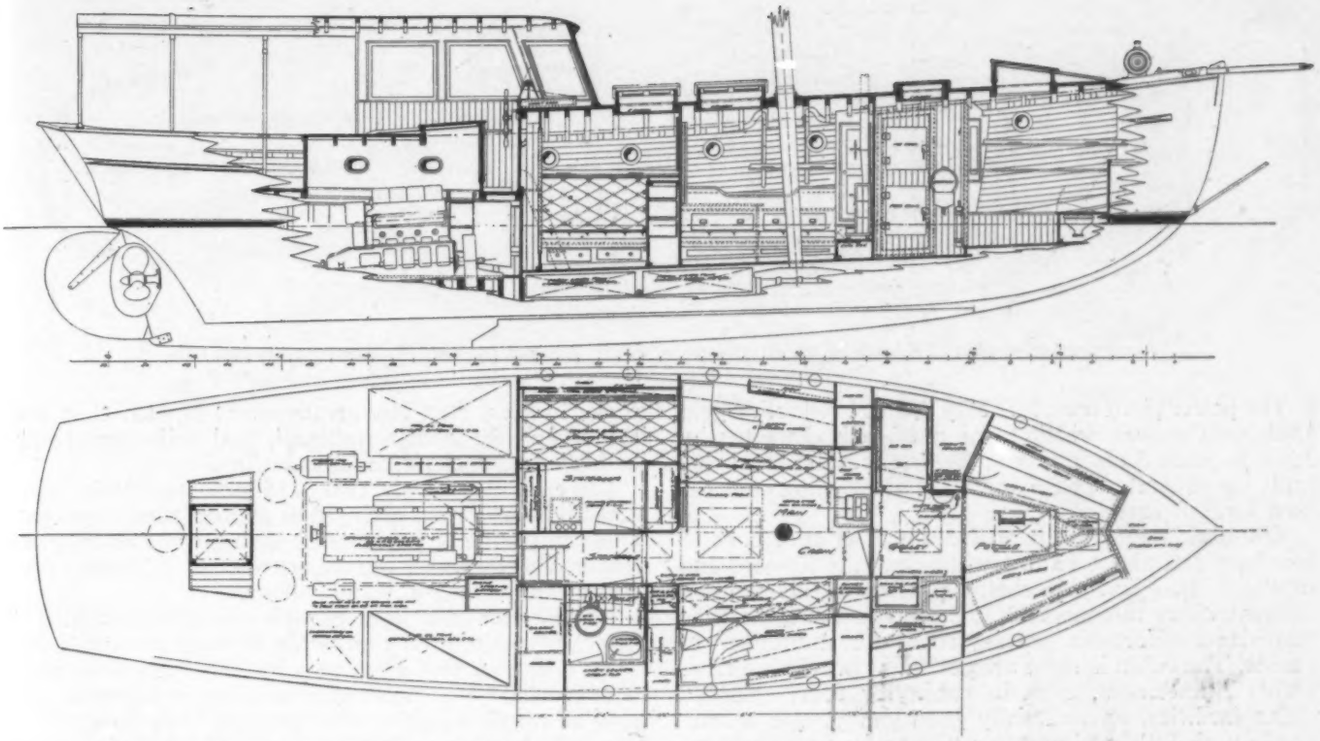
CLIFFORD D. MALLORY, President of the North American Yacht Racing Union, has owned many yachts, among which is the well-known power cruiser *Bonnie Dundee*. Now comes a new *Bonnie*, a "motor sailer" this time, designed by John G. Alden with several purposes in view. Her dimensions are as follows: l.o.a. 48′; l.w.l. 43′5″; beam, 13′6″; draft, 5′; and 700 sq. ft. of sail in her auxiliary rig.

Bonnie Dundee II was designed expressly for the purpose of being shipped aboard the average steamship to waters distant from her home port, for cruising in those waters — the West Indies, for example. The length of 48 feet is about the limit for shipment, and 25 tons weight should not be exceeded. Lifting rings will be installed to facilitate handling. The large sheltered cockpit will be equipped with comfortable seats and swivel chairs for fishing, the after part of the awning being easily removable to allow free play for fishing rods. A fish well is located under the cockpit floor.

The 40 h.p. Standard Diesel motor and 400-gallon



Sail plan of *Bonnie Dundee II.*



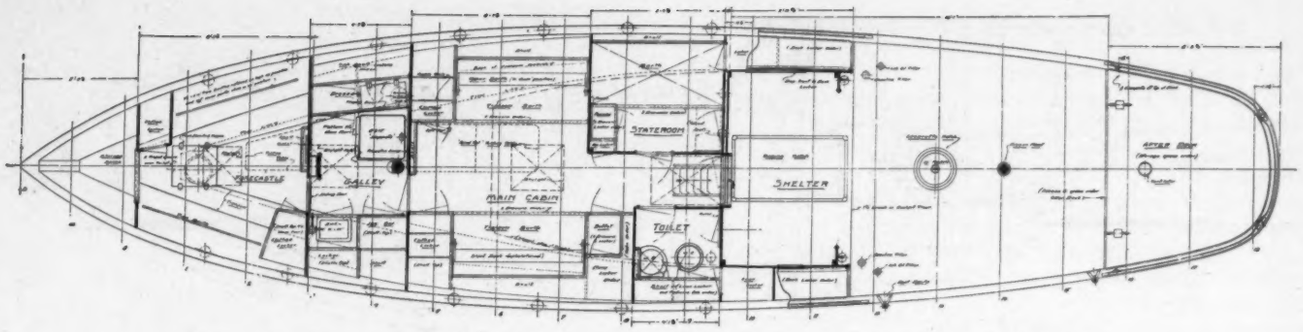
Inboard profile and accommodation plan of *Bonnie Dundee II*, designed by John G. Alden for Clifford D. Mallory.

fuel tank give a 1000-mile cruising radius, while a large generating set permits of a Frigidaire, so that *Bonnie Dundee II* will be self-sustaining for a long period. An auxiliary steering gear will be located just abaft the mast, for use when swordfishing and when navigating in shoal waters. Towing bitts will be installed in the center of the cockpit, with tow-line traveler over the transom. Accommodations for six are provided for the owner's party, and two berths for the crew. Bountiful locker and stowage space is provided.

Bluefish—Another Decidedly Interesting Motor Sailer

BLUEFISH was designed by William H. Hand, Jr., of New Bedford, last fall after he had completed the yachting season in his motor ketch *Bluebill*, the second boat of this type built for his personal use. After his experience with two trunk cabin boats he decided to build the new boat with raised freeboard and unbroken sheerline forming a 19-inch rail in the way of the flush deck amidships. More attention was given to the sailing qualities, and while *Bluefish* looks probably more like a motor boat than her predecessors, she will actually sail better and will work to windward handsomely even in comparatively light airs. In a breeze she is really quite fast under sail. The raised freeboard construction is, of course, stronger and less complicated than the trunk cabin type, and has many other advantages in its favor.

Bluefish is 60′2″ over all length, 13′9″ beam, and her draft in cruising trim is 5′6.″ Her displacement is about 35 tons, the Custom House measurement, gross, is 35 tons, and her net tonnage is 29. She carries about nine tons of ballast, yet will easily maintain a cruising speed of ten nautical miles per hour, and give a maximum speed in the neighborhood of twelve knots. She was built in the designer's shop under his personal supervision and is of the highest grade in every detail of material, construction, fittings and furnishings, no expense having been spared to make her as nearly perfect as possible. Her frame is of New England white oak; she is planked with selected 1½-inch rift sawed Georgia pine; her decks are teak as well as all deck trim. Her interior is in paneled cream white with black walnut trim, and all of her metal work is of bronze, chromium plated. Every item of construction is sturdy.



Accommodation plan of *Bluefish*, the 60-foot motor sailer designed by Wm. H. Hand for his own use.

The power plant is an HD 5 by 7, 3 to 1 reduction gear Hall-Scott motor, which turns a 36-inch diameter by 30-inch pitch 3-blade wheel, 600 r.p.m. The spars are built up of white spruce and all of the rigging is of the best English wire.

The deck arrangement provides a flush deck over 18 feet long and about 13 feet wide, over the forward end of which there is a teak shelter protecting the companionway, chart table, wheel, etc., and at the same time provides comfortable seating room for a number of guests. The cabin is most attractive. It provides a large owner's stateroom, a main cabin for four, splendid toilet facilities, an unusually good galley, and a forecastle with full headroom for two or four men as preferred. The crew have their own table, toilet conveniences, lockers, etc. The arrangement is such that the lazarette space is most unusual, and will carry truck loads of equipment without crowding.

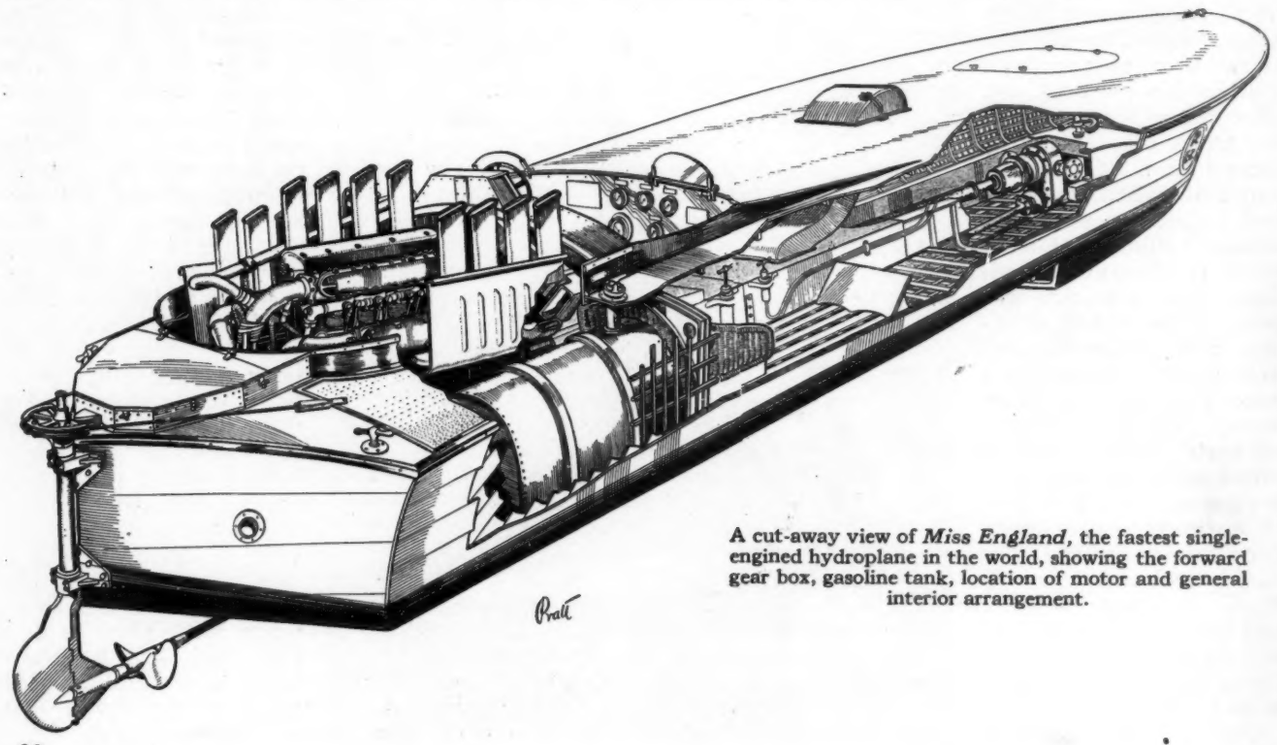
The engine room has two 3/16-inch steel boiler construction fuel tanks giving 630 gallons total capacity. This compartment is provided with an unusually good ventilation system, including electric blowers, etc. Water tank capacity is 350 gallons.

Bluefish has been in commission since the middle of June and has cruised thousands of miles along the Atlantic coast, as well as at sea, and has proved to be a most excellent boat under all conditions, being especially good in rough weather. Her designer believes she is a boat which can go anywhere, at any time, including even a Transatlantic passage.

Miss England — The Fastest Single-Engined Flyer in the World

WHILE her showing earlier this year in Florida waters was considerable of a disappointment, the British flyer *Miss England*, driven by Sir Henry Segrave, has been strengthened and improved to such an extent that this summer, in Mediterranean and other waters, she is said to have exceeded 90 miles an hour, and to have won at least three European championships.

Miss England is 26 feet long and 7 feet 6 inches beam, her girder construction giving the hull great strength with little weight. She is a single-engined craft, her motor being a 12-cylinder Napier Lion.



A cut-away view of *Miss England*, the fastest single-engined hydroplane in the world, showing the forward gear box, gasoline tank, location of motor and general interior arrangement.

Under the Lee of the Longboat

by Cap Stan

PRACTICALLY the only time I receive any written comment on anything which appears on this page is when I step on someone's toes. When I do that, I generally have to do some very artistic dodging. Wherefore, I fully expected I would be doing the artful dodger act shortly after my howl appeared about staysail-rigged schooners being allowed to enter races for cruising craft. But what happens? But one lone defendant of the staysail-rigger appears, and dodging with me threatens to become a lost art. The lone defendant is none other than the owner and skipper of *Niña*. His letter, with my reply, was too long to go on this page, but Skipper Stone has promised to print it elsewhere in this issue. Unless the staysail rig can drum up more and better defenders, I will be forced to believe that my arguments are fairly sound, and that staysail-rigged schooners should be barred from races organized for real cruising craft.

* * *

And speaking of races for cruising craft, I never heard so much interest expressed in a race of this character as is being shown in next year's Bermuda Race. I could name nearly a dozen sure starters, half of which already have most of their crews signed up. At least three, and possibly more, new boats are being designed with the new measurement rule in view, and several older craft are having alterations made in an effort to boost their speed a bit. Most of them are quite frankly out to lift *Niña's* scalp, and the veteran flyer will have to go some to run her string of victories to four straight.

And, you Bermuda Race skippers, will you be satisfied to again start from New London, and again stage the Battle of Montauk Point? No? Then say so. Get out your chart, see what a vast improvement it would be if the fleet started off Brenton's Reef, and write in to the committee about it. Otherwise, you'll have the same miserable starting conditions you've had in several other races. It's up to you. What are you going to do about it?

* * *

Various and sundry yachting scribes, myself included, in bemoaning the fact that we have fallen down badly in international competition this year, seem to have lost sight of the fact that last April the Sound Interclub team administered a good drubbing to the Bermuda one-design team, and in Bermudian waters, too. So the old U. S. wasn't completely whitewashed, after all.

* * *

One of the contestants in the recent Jeffrey's Ledge Race for auxiliaries blew in the other day with a howl against using the Jeffrey's Ledge Whistler as a turning mark. This, I understand, is an unlighted whistling buoy, 55 miles in a straight line from the previous mark. I hear that several of the entries missed it entirely, while others did considerable groping around in the fog before they picked up the grunter. What with the known eccentricities of sound on the water, plus more or less unknown, or variable, tidal currents to contend with, a skipper should consider himself lucky to hit this whistler on the nose. The Committee, I hear, believes that the necessity for accurate piloting makes the race an unusually sporting one, and that this factor should be the most important one in a race of this kind. This dubious turning mark may make it a sporting proposition, all right, but it hardly seems as though it puts the proper values on hull, rig, power plant, handling and seamanship.

* * *

How to get a "waterproof" exhaust, or one where water won't run back and flood the motor, is usually a vexing problem in auxiliaries. Only recently I ran across two new boats, both of whose owners were loud in their praise of their exhaust systems. And, strange as it may seem, they were identical systems — and both copied from the diagram published in YACHTING for February, 1929, sent in by Milton Hesselberger, owner of the well known West Coast yawl *Mollilou*. This type of installation is not only a sure cure for flooding, but is simple and cheap to make, does away with the necessity for a muffler with small and medium-sized engines, and is efficient any way you look at it. Take a tip — look up this system if you are planning a new boat, or if your present installation is unsatisfactory.

* * *

Getting back to the international situation, it looks as though there might be some unexpectedly gratifying developments in Six-Metre boats in 1930, despite the America's Cup competition. In other words, Olin Stephens' first Six-Metre, *Thalia*, designed and built this fall for Louis G. Young, showed fine speed in some late tuning-up spins against *Saleema*.

Letters and Correspondence

"Cap Stan Doesn't Like Plum Duff"

"THE proof of the duff is in the eating," and Stan has never been offshore in a staysail schooner where the duff tastes best.

Here is some good advice for Cap Stan: 1. Get his square stern sheets out of that rocker. 2. Stop shooting literary "rockets" at the staysail schooner and ship the best crew he can shanghai on a hull that will go to windward, and educate himself with a modern rig.

That's really bum advice, and unfair, for there is only one good crew and they have always sailed on *Nina* and have agreed to stand by the old ship to the end.

However, Captain Stan, your case is understandable. You are really a first-class sailor who has never had a chance with a first-class rig. Also, you have been trying to win these offshore races all alone, and the author is just old and wise enough to tell you unqualifiedly that offshore races are won by the crew, plus the cook.

So get the second best crew you can, and take them for a shakedown cruise on a good staysail schooner — tell them what to do (after you know the rig yourself), and you will find that it is done quickly; and it is so much easier to work to windward with a staysail rig than in an old-fashioned gaff-headed clam-digger that you will be amazed.

No dipping of fisherman on each tack. Knock her off in a 20-knot breeze and take in your becalmed Advance or B. M. T. staysail, or Queen. Stay out until you get a strong southwester, put her nose up in the eye of it, or keep her dead before it, and take in your Marconi. It is a cinch with a good crew. Also set a good strong Queen staysail in a blow when you are running under storm trisail and all the other lowers, on the wind or in a beam sea, and see how it steadies her.

If you don't want to race, and want the easiest possible cruising rig, take a staysail schooner. One of that type was taken from Marblehead to the Sound this summer, and with only two men on deck and one woman at the helm.

There are a few other accoutrements, my dear Capt. Rip Van Winkle, that must go with the Advance Rig, and they are Wire and Winches — use 'em both freely. Have your sails stay where you set them, even after holding a tack 24 hours, and thereby save your next to best crew — no setting up on jig, sheet or halliards twice every watch.

Nina had 26 sails, but many were spares cut from old canvas, but they are all useful to vary the tedium of life at sea in a staysail schooner.

Yours for a head wind,

CAPT. STAY.

P.S. *Nina's* crew have just sent the Old Man a wire apologizing for not taking up the challenge before. Here is what the Pirates say:

"We hereby jointly subscribe $500. gold for a match race, $500. a side, between *Nina* and any gaff-headed clam-digger measuring 45 and 55 w.l., but the race to be boat for boat. Course to be from Marblehead to Oyster Bay, leaving Great Round shoal and B. I. on starboard hand."

P. H.

And Here's Cap Stan's Reply

I AM very glad that such a prominent exponent of the staysail rig as Capt. Stay (Paul Hammond in disguise), has come forth with a defense of the staysail rig, but rather surprised and disappointed that he has so signally failed to convince me that it is a real *cruising* rig. Only occasionally, and quite without conviction, does he get away from the racing viewpoint, and when he does, he quite fails, in my humble opinion, to put forth any real reasons for its adoption by cruising boats, by men who cruise, and care little for racing. No well informed yachtsman doubts for a minute that the staysail rig is the fastest two-stick rig for windward work, so why argue about it? The argument which I previously put up, and still back up, is that it is not a *cruising* rig. So let's go a bit further and take up some of Capt. Stay's points and see where they lead us.

Undoubtedly, *Nina* needed that crack crew to handle the rig. Exactly. Without a crack crew, the staysail rig can not be, or is not, handled. Of the various staysail-rigged schooners which I have seen out for a mere pleasure cruise, or afternoon jaunt, *I can't remember seeing a single one with her upper staysail set.* And without it, they were as dead as a salt mackerel. Why didn't they set it? Because they didn't have *Nina's* crack crew aboard — just an average crowd, out for pleasure, who would rather jog slowly than "wrastle" with the setting and trimming of the brute.

The Marconi main has nothing to do with the staysail rig discussion. Sloops, yawls, schooners and ketches sported jib-headed sails long before *Advance* startled the yachting world with her staysail rig. I have no fight with Marconi masts and sails, provided they are kept within reasonable limits. And if Capt. Stay will jog his memory a bit, or look over his old files of YACHTING, he will find that I was one of the first, if not the very first, to come out in cold print and advocate the jib-headed rig for cruising craft.

"No dipping of the fisherman on each tack." There's the racing angle once more. We're not going to windward *all* the time, are we? And the average fisherman, or Queen staysail, adds so little to the speed that it is hardly noticeable — about as much as a small jib topsail. Yes, your schooner with gaff foresail will go along quite nicely without her fisherman, thank you — and knock the daylights out of the staysail schooner without the upper staysail set.

No doubt Capt. Stay had a good crew on *Nina*. But to put them up on a pedestal, high above all other crews — nothing doing. I have been shipmates with just as good a crew as *Nina* ever shipped, and I'll bet there are others who will say the same thing.

"Wire and winches." All right for the winches, but the wire — no. I wonder if Capt. Stay has ever had a wire halliard jump the shieve at the masthead, and jam? Probably not. One experience would be enough. As for manila halliards stretching — well, I have done a fair bit of ocean sailing, and have never seen a crew tired out setting up on jig, sheet and halliards twice every watch. Occasionally, yes — but with a lot less work than is required to "vary the tedium of life at sea" which the setting and trimming of *Nina's* 26 sails must have entailed.

And just think of *Nina's* top-notch crew wishing to risk their 500 smackers on a *race* between *Nina*, the specially-designed and built, thoroughly developed, well-conditioned, fast-to-windward ocean racing machine, and some borrowed gaff-rigged *cruising* schooner with misfit sails and a crew unaccustomed to their vessel — and over a course which is pretty sure to give a large proportion of windward work! Not only does this strike me as an unsporting proposition, but it quite fails to add fuel to the discussion as to whether or not the staysail schooner rig is, or is not, a real *cruising* rig.

I admit that I have never been to sea with a staysail-rigger. As a rule, I refrain from criticising things unless I have had personal experience with them. Still, one might make exceptions. Most people will admit, for instance, that the Red Sea is not red, nor the Black Sea black, even if they have not seen those bodies of water. Any number of people, some of whom have owned, and others who have sailed on, staysail-riggers, have told me most forcibly that the rig is a poor one for cruising. As an example, look back in YACHTING for November, 1928, in an article, "A Cruising Man's Conclusions on the Staysail Rig," by Warwick M. Tompkins — a man who has had a lot of experience in cruising and racing on gaff-headers, and who was a member of *Nina's* crew in the 1928 Fastnet Race — and see what Tompkins thinks: "Just as I think that *Nina's* rig makes her the finest ocean racing craft that I have ever seen, I feel sure that she has one of the poorest cruising rigs I have known. . . . I have frequently heard that the staysail rig is easier to handle than the gaff-headed. This is not true. It took five men to put *Nina* about under perfect sailing conditions. . . ."

So ends.

CAP STAN.

A Racing Puzzle—and the Answer

WE are indebted to Mr. Louis Kenedy, a member of the Committee of the Junior Yacht Racing Association of Long Island Sound, for the following diagram and description of a foul at a start of one of the races for the championship of the Junior Y. R. A., with the decision of the Committee. The race was held off the Pequot Y. C., and the situation is decidedly interesting.

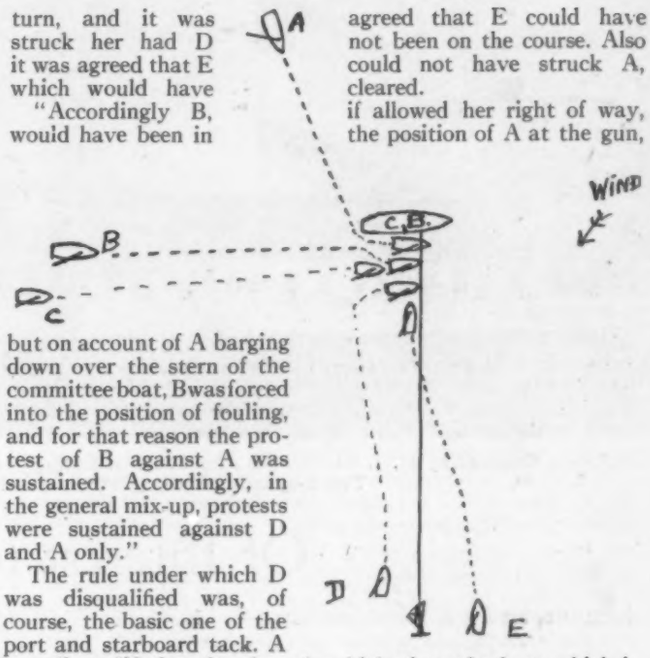
Mr. Kenedy describes it as follows:

"A fresh wind was blowing from the northeast which created sufficient sea to make it interesting for the Atlantic one-design boats which were being sailed by the junior crews. When the 30-second signal was lowered the boats were well scattered, but apparently all were properly timed for a close start.

"E and D on the leeward end of the line elected to sail down the line on starboard tack. D was unable to hold the line and came about near the committee boat to cross on port tack, thereby causing E to come about under protest. C and B sailed for the line close-hauled on port tack, while A barged down under the stern of the committee boat, causing B to alter her course. Meanwhile C was forced into a pocket between the committee boat and D, and had no privilege of course. The final position of the boats is at the boom of the starting gun, and no boats were over. The distance separating the four boats, at the time of the start, was agreed at not more than two feet between each hull.

"At the meeting held the following morning, the committee acting on the protest progressed by a series of eliminations. Accordingly, they first ruled out D as having fouled E and removed this boat from the picture. It was generally agreed that with this boat removed C could veer off and pass the stern of E and continue on her course. B, however, was forced to continue her course as there was not sufficient room for her to take a turn, and it was agreed that she had her right of way, if allowed her right of way, the position of A at the gun, struck her had D it was agreed that E which would have not been on the course. Also could not have struck A, cleared.

"Accordingly B, would have been in but on account of A barging down over the stern of the committee boat, B was forced into the position of fouling, and for that reason the protest of B against A was sustained. Accordingly, in the general mix-up, protests were sustained against D and A only."



The rule under which D was disqualified was, of course, the basic one of the port and starboard tack. A was disqualified under the rule which gives the boat which is close-hauled (B) the right of way over a boat sailing free (A).

In an effort to throw light on the rules governing at the start of a race, YACHTING will publish other puzzling situations, with the solution rendered by the committee.

A Bermuda Race for Next Year

IN accordance with the decision to make the Bermuda Race a biennial affair, the Cruising Club of America and the Royal Bermuda Yacht Club announce a race to the Islands for June, 1930, and the Race Committees of the two clubs are already at work on the details. The date for the start will probably be June 21st. The course will be the same as in the other races, except that the Committee is considering changing the place of start from New London to Newport. New London, with its light winds, strong tides and the difficulties of getting past Montauk, has not proved ideal as a starting point, and it is felt that conditions might be improved for the contestants by shifting the start to Brenton Reef, the length of the course being approximately the same. Decision on this point will be made in the near future.

General Conditions

In drawing the conditions of this race, the Committee has borne in mind that the object of the race is primarily to furnish a test of yachts of cruising type, qualified for offshore cruising and racing. Yachts must be of a thoroughly seaworthy type, strongly built and rigged, properly ballasted, with closed cabins and watertight cockpits. The combined length of the fore and after overhangs must not exceed one-third of the yacht's over-all measurement. Yachts with glass cabin houses will not be permitted to enter unless such houses are properly protected to the satisfaction of the Committee. Auxiliaries will not be barred, but unless propellers are removed, motors must be sealed by the Race Committee of the Cruising Club of America at inspection before the start of the race, and seals kept intact until removed, after arrival at Bermuda, by the Sailing Committee of the Royal Bermuda Yacht Club.

Classes

Class A. Schooners, sloops, yawls and ketches, not over 72 feet and not under 53 feet over-all measurement.

Class B. Schooners, sloops, yawls and ketches under 53 feet and not under 35 feet over-all length.

Measurement Rule

The measurement rule to determine rating used in the last Bermuda Race was adopted to bring about a more equitable measurement than over-all length alone, which had been used previously. While the rule proved, in general, to be an improvement over the older rule, it was believed that it could be still further improved, and the following rule has been adopted. The value of uniformity with the British rule of the Ocean Racing Club was recognized, and it was decided to adhere to the formula used by it, and as used in the Bermuda Race last year, but to change the values of certain measurements:

$$\text{Rating} = \frac{L \times \sqrt{S\,A}}{\sqrt{B \times D}} \times .02$$ (Constant to make result conform to the approximate length of the yacht)

In this formula

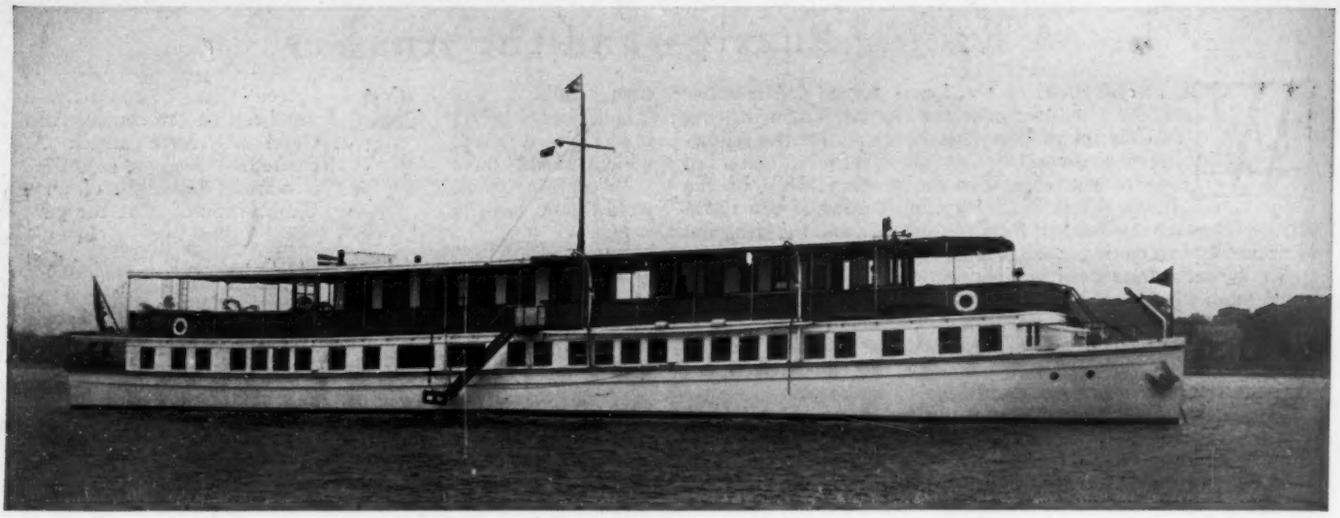
L (Length) to equal the length measured on a plane parallel with the water line and 4 per cent of the water line length above the water, but in no case shall L be less than the l.w.l. This, it is considered, would prevent long ends, and yet would not tend to shorten them too much for the best seagoing practice.

B (Beam) = greatest beam to outside of planking.

D (Depth) will be measured at two points on the section at B, namely, 25 per cent of the half-beam in from center line and 75 per cent of the half-beam in from center line, and these two measurements averaged, measurements being taken from the height of under side of plank sheer to inside of planking. (The mean of these two points for measurement of D would fall on the quarter beam.) To this measurement will be added H = height of bulwark from covering board to top of cap, at section B.

$S.\ A.$ (Sail Area) to be measured under North American Yacht Racing Union Rule (Universal), except that if club topsail is carried its actual area shall be measured.

Schooners and ketches will rate at 90 per cent of their rating and yawls at 93 per cent.



Old River, designed by H. J. Gielow, Inc., for C. K. G. Billings, of Miami, Fla., is 130 feet long, 26 feet beam, and 2 feet, 2 inches draft. Two 6-cylinder Sterling Petrel reduction gear engines drive her at 10¼ m.p.h.

Of Interest to the Skipper

Reduction Gears for Sterling Engines

FOR more than four years the Sterling Engine Co. has been developing an effective reduction gear system for use on its motors. The latest model shows unusual results both in economy and speed, and stands up to its work with all the reliability of the Sterling heavy duty models. The use of these reduction gear engines saves weight and space and permits the installation of the power plant abaft the midships portion of the yacht, thus giving the owner additional space in the roomiest part of the craft. On one large yacht the use of Sterling reduction gear Petrels allowed two additional staterooms. In several installations speeds of 12 to 14 m.p.h. have been made in steady cruising with a fuel consumption of approximately one U. S. gallon per mile.

The Sterling reduction gear Petrel for heavy boats is a 6-cylinder machine of 5¼" by 6", developing 175 h.p. Crankcase is of iron, and cylinders are cast *en bloc,* with heads in pairs. Crankshaft is three inches diameter with seven bearings, which are bronze-backed, babbitt-lined and fitted without shims. Inlet and exhaust manifolds are cast integral, with hot spot in inlet. Pistons are of alloy with four rings and large pin, lubricated under pressure. Camshaft is large, with cams forged integral. It is removable from the rear and is driven by quiet gears. Valves are of special alloy with adjustment direct on cam and large diameter tappets. A disc clutch engages with the fly wheel and a reduction gear of either two, three, or four to one is fitted. Starter and generator are 12-volt, with 12-volt battery. A gear type bronze water pump supplies the cooling system and a double gear oil pump drives high pressure oil throughout the engine. Oil cooler and strainer are provided. A double row ball thrust bearing takes care of the propeller thrust and a packing gland is fitted on the after end to prevent oil from seeping out around the shaft. Equipment and accessories are complete.

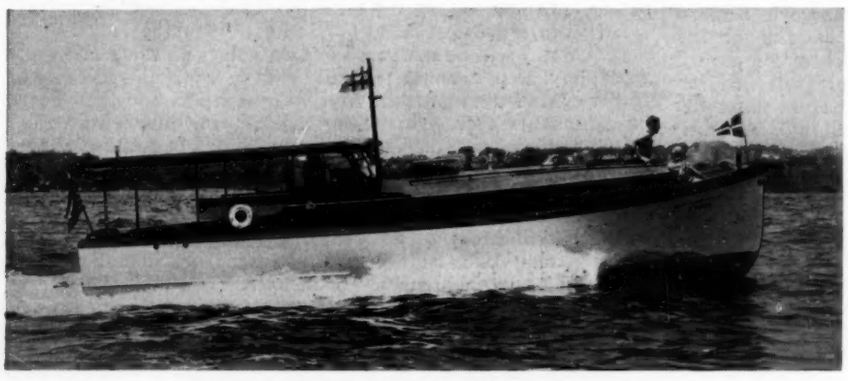
Twin Scripps motors drive the Banfield Sea Skiff *Romper* at better than 25 m.p.h.

Charles King Joins J. H. Wells, Inc.

One of the interesting announcements of the month was made recently by John H. Wells, Inc., to the effect that Mr. Charles King, long prominent in yachting affairs, had become associated with that well known firm of naval architects and yacht brokers.

Mr. King's association with the yachting industry extends back to 1905 when he entered the firm of Tams, Lemoine and Crane, becoming a partner five years later. In 1914 Mr. Crane withdrew, and in 1921 the firm name was changed to Tams & King. In 1928 it became a corporation, Mr. King being President.

Mr. King's many friends in the yachting field will be interested to learn of his new connection. John H. Wells, Inc., is one of the most active firms in the business, and has had a remarkable growth, turning out many successful yachts. Mr. Wells has done much in the development of large Diesel yachts, while the express cruisers designed by the company have met with enthusiastic approval.



Cantiquel, a 21-mile 36-foot Wheeler Playmate.

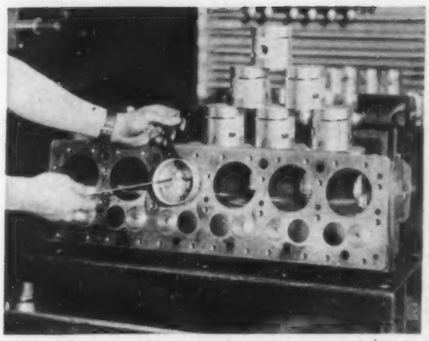
A Winner

At Ocean City, N. J., last summer, Charles A. Long, Jr., made a last minute entry in an important cruiser race and led from the gun, defeating all his competitors with his *Cantiquel.* The 10½-mile course was covered in 29:13, better than 21 m.p.h. *Cantiquel* is a 36-foot Wheeler "Playmate."

United Dry Docks Yacht Basin

Creation of a yacht basin for the conditioning and storing of pleasure craft at its Shewan Plant, foot of 27th Street, Brooklyn, is announced by United Dry Docks, Inc.

At the Shewan Plant, one of the most convenient locations in the harbor, arrangements have been made to lay up and repair



Fitting pistons to cylinder block in Universal motors.

yachts of all sizes. Ample docking space is provided, together with sheltered storage room for smaller craft. The entire facilities of the Shewan yard will be available for yacht repairs.

The basin has the double advantage of easy accessibility and clean water, sufficiently deep to accommodate the larger pleasure boats. Quarters will be provided, also, for the comfort of yacht masters and engineers.

Tests and Gauges

Modern production methods, with the rigid series of tests that are made as the work progresses and the accuracy with which each individual part is fabricated, have done much for the motor boat owner. In the days of the heavy duty single-cylinder one-lunger, "Fit her good" was well enough as a machine shop slogan, but today more precise methods prevail.

Universal motors have long enjoyed an enviable reputation, and much of this is due to the shop methods which have been the rule, especially since the company has occupied its new plant in Oshkosh, Wis. In building Universals, nothing is left to chance. There are tests and inspections provided for every stage of the work, and the gauges used are themselves frequently checked by comparison with a set of Johansson testing blocks. Pistons are checked not only for fit but for clearance, eccentricity, weight and for width of ring grooves. Crankshafts and fly wheels are dynamically tested for balance, not only at rest but in motion. Each crankshaft bearing is checked for size, position and alignment.

Cylinder bores are tested for eccentricity, taper, size and smoothness of finish. Connecting rods are weighed in assemblies. Piston pins are tested for hardness by the Shore system, as are valve tappets. And these tests are made not on a selected few parts — every tenth or fiftieth — but on every single part that goes into a motor.

After being assembled, each engine is run in for several hours by an electric motor and then run under its own power for hours, slowly and without load at first, then at full load and full revolutions. Sometimes these dynamometer tests last for three days at a time. When concluded, each engine is given the most searching inspection to be sure that there is no undue wear anywhere.

Another testing device used by Universal is a large tank of water in which a shaft and propeller are immersed. The engine driving these is set on an inclined base, reproducing conditions afloat. Here a motor is given its final trials before the chief tester marks it with his final "OK."

A Busy Yard

Things are humming at the yard of the Luders Marine Construction Company in Stamford. A number of vessels are under construction there, several of them for service in Florida this winter. Among these is the 105-foot cruiser *Spindrift* for Donald

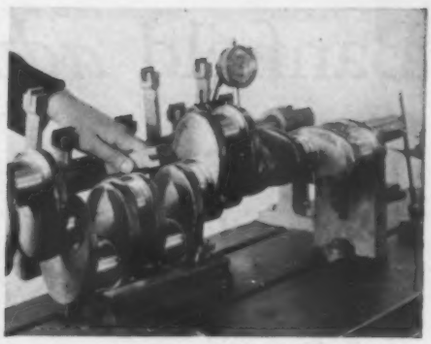
Shore system of inspecting piston pins for hardness.

Parson, of Pinehurst, N. C. Another southern boat is *Catamount*, an 85-foot, 25-miler for Bradford Ellsworth, of New York, owner of the successful schooner *Lynx*. A Diesel cruiser 105 feet long, 20-foot beam, 6-foot draft, is being built for Commodore F. B. Hower of Buffalo, and still another interesting craft is a 98-foot, 28-miler, triple-screw boat building for Joseph E. Higgins, of the Westchester Country Club. Under construction for Geraldyn Redmond of New York is a 72-foot, 30-mile commuter. *Zapala*, a 124-foot yacht built by Luders for Howard E. Coffin, is fitting out for her southern trip. This will be remembered as the yacht used by President Hoover last winter. Commodore Robert Law's 105-foot *Robador*, another Luders production, is also preparing for southern waters.

The demand for new boats is so great that the company's drafting room is swamped, and machinery and equipment is being added to the steel plant.

When Choosing Prizes

Some of our readers are called upon at times to serve on committees where the purchase of prizes becomes a problem. Heather's, of 411 Fifth Ave., New York, has made a specialty of solving this problem. A large and varied line permits this house to suggest the unusual and, as a further



Inspecting crankshafts for proper location of bearings.

assurance of a satisfactory selection, an exchange privilege card is enclosed with every prize. This privilege has won the praise of the many clubs and associations which Heather's serves year after year. A complete line of trophies for every sport is carried.

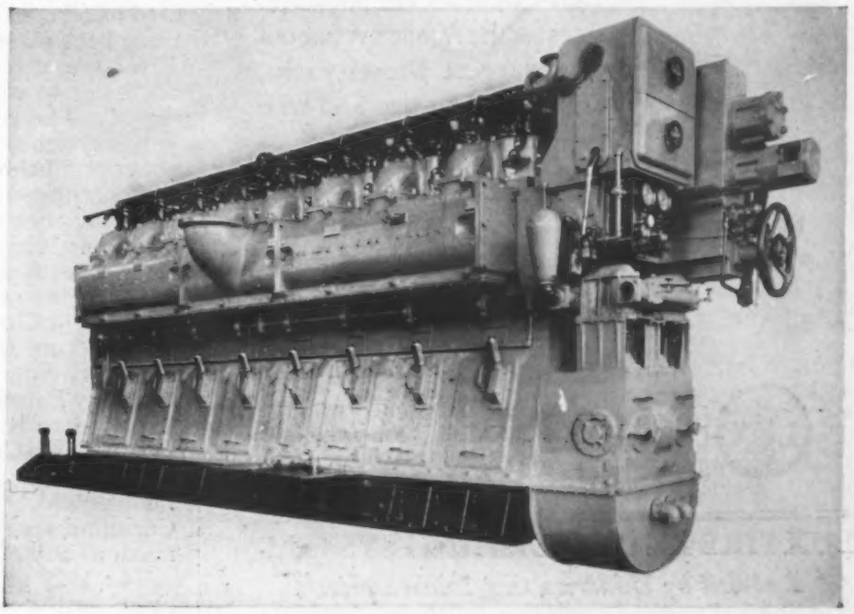
Winton Adds New Diesel

A new 8-cylinder airless injection Diesel has been added to the already long line of Winton engines designed especially for the marine field. This is Model 157, of 16¼" bore and 26" stroke. It was designed to develop 1,150 h.p. at 250 r.p.m., but in shop tests has exceeded its rated horse power by nearly 50 per cent. Fuel consumption is low, as are the average pressures and the exhaust temperature. Its over all length is 30 feet, 1¼ inches, and its height, from shaft line to top, 9 feet, 6½ inches, with 7 feet, 5 inches width.

The design is neat in appearance and all controls, as well as all pumps, have been located at the forward end. This keeps the sides clear so that the crankcase cover plates are free from all obstructions. Pneumatic reversing gear and brakes render maneuvering easy and rapid. To reverse, starting air is admitted to the reversing cylinder which throws the reversing cams into contact with the rocker arms. The pneumatic brake, on each side, is an air cylinder and a set of brake shoes. When the engine is stopped, springs draw the brake shoes out of contact with the fly wheel.

The engine is of the four-cycle single

(*Continued on page 135*)



Starboard side of the new Model 157 Winton, an 8-cylinder, airless injection Diesel.

Banfield *adopts* LUX as Standard on 2 new 1930 models

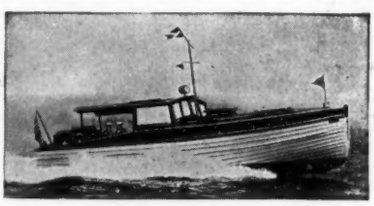
Banfield "38" Single Cabin Cruiser

THE Banfield Sea Skiff Works has recently announced its 1930 models. And it is a significant fact that on the two largest and most luxurious cruisers, illustrated, LUX Fire Extinguishing Systems are standard equipment. As these boats have all accommodations for extensive cruising, Banfield realized the need for guarding against the menace of fire. For LUX kills fire—instantly; even the worst oil or gasoline blaze is smothered by a harmless cloud of LUX gas, without any damaging after-effects.

Besides Banfield the following prominent boats have LUX as standard equipment: Luders, Wheeler, Lawley, Hubert S. Johnson, Chris-Craft, Dachel Carter, Dyer Motor Craft.

LUX Systems are available in sizes for the smallest runabout or the largest Diesel yacht. Write us, giving size and type of your boat.

Banfield "38" Double Cabin Cruiser



Walter Kidde & Company, Inc.
140 Cedar Street
New York

LUX FIRE EXTINGUISHING SYSTEM
Labeled by Underwriters' Laboratories

Belfast to Adelaide in Britain's Last Windjammer

(*Continued from page 55*)

orders for us. We are, therefore, proceeding to the anchorage off the semaphore at Adelaide. We have thus made our voyage in exactly 91 days, and that, in spite of being held up so long in the Bay of Biscay. A very fair passage.

About 6:30 the wind came around to the eastward and headed us. We shall have to make a tack presently and lose a lot of time.

8:30. P.M. Have just worn around on to port tack.

Jan. 5th. We have had a night of light baffling winds, and have had to wear ship time after time.

This morning is another fine day, with very light easterly breeze, dead on end for us. Now, at 8 A.M., we are just going about again. Such is the luck when sailing — only these few more miles to go, and yet we cannot get there. All the bright hopes of a week-end in port have vanished, and we shall be lucky if we get in tonight.

At noon we were just off Trowbridge Point and a better breeze is coming, more from the south. All sail set, and we are making tracks for the semaphore. Shortly afterwards the Melbourne steamer passed us, bound out.

At 5:45 this evening we rounded the beacon, and at 6 P.M. let go the anchor off the semaphore about one mile from shore, after a glorious day's sail up the Gulf. The anchor is down; the sails are furled. Our long voyage is over, and a most enjoyable one it has been, with the best of shipmates.

Royal St. Lawrence Yacht Club Wins International Series at White Bear

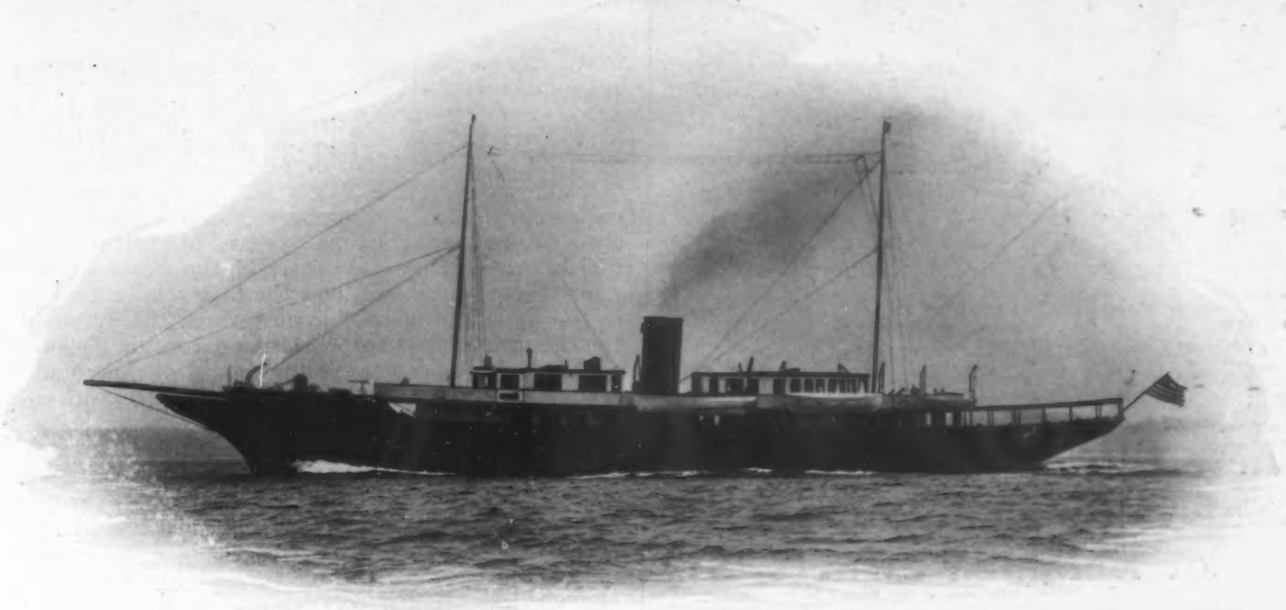
(*Continued from page 59*)

adjustment of these shrouds is essential to the success of the rig. Their forestay arrangement is about the same as on the Canadian boats but they have no permanent backstays nor backstays to take the pull of the jib, the masthead stay being all that is necessary, due to the rake of the spar and the setting of the shrouds. The American jibs are both cut low, and light stiff booms running almost the whole foot of the sail were fitted.

Double spinnaker booms and curved bilge-boards are used on all the boats, the boards of the White Bear boats being bent plates while those of the *Venture* and *Mount Royal* are smaller and carefully designed to lift the boats out to windward, the board boxes being toed-in slightly. The gear throughout is the lightest possible; airplane wire and turnbuckles are used and the weights above and below decks are cut to the minimum. When it is considered that the total displacement of the boats in sailing trim is only 2,000 pounds, of which the crew makes up 650 pounds, it can be realized how light these Class B scows really are.

The crews of the four boats were as follows: White Bear Yacht Club, *Kawa*, J. G. Ordway, skipper, Stewart Lemon, Tom Irvine and Clayton Thomas; *West Wind*, Milton Griggs, skipper, Dick Ordway, Archie Jefferson and Billy Patterson. Royal St. Lawrence Y. C., *Venture*, Commodore R. C. Stevenson, skipper, Alex Poe, Jack Foster and Commodore G. V. Whitehead; *Mount Royal*, George Hamilton, skipper, Jack Hunter, Tom Darling and Derry Rae. Rupert and Jack Holland, the Canadian spares, were invaluable and contributed as much as any of the crews to their Club's success.

The 1929 series will be remembered as the best yet sailed for the cup, and the result will probably stimulate interest both at White Bear and on Lake St. Louis.



Brennig's Own Flag Cigarettes on board
Mr. Julius Fleischmann's Camargo

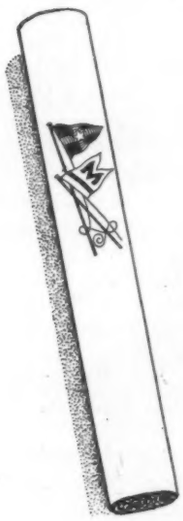
FOR CHRISTMAS

The Yachtsman's Gift

1000 cigarettes marked with his private signal and club burgee in colors. Packed in special boxes bearing a black and white reproduction of his yacht on each box cover — 100 cigarettes to a box. The cigarettes are hand-made from the finest Turkish tobacco or from our newest blend of choice Virginia tobacco — to suit the individual taste. Price $100.00.

Send the name of the yacht and the owner; we will copy his flags from Lloyd's Register and obtain a picture of his boat from any one of the yacht photographers in the United States or Canada. We will gladly ship the order direct with your card enclosed.

Illustrated Christmas price list on request



VIRGINIA
without brush-end

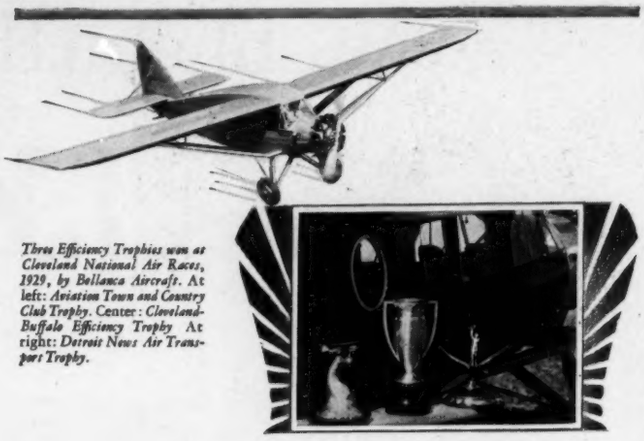
1000 Book Matches marked with his flags in colors. Price $35.00

TURKISH
"The Original brush-end cigarette"

BRENNIG'S OWN

ASTOR TRUST BUILDING

501 Fifth Avenue, at 42nd St. New York, N. Y.



Three Efficiency Trophies won at Cleveland National Air Races, 1929, by Bellanca Aircraft. At left: *Aviation Town and Country Club Trophy.* Center: *Cleveland-Buffalo Efficiency Trophy* At right: *Detroit News Air Transport Trophy.*

These time-honored trophies confirm the daily experience of Bellanca owners

THE most important air-race trophies of today are those awarded for airplane efficiency. Efficiency contests directly influence the development of performance, economy and safety in airplanes built for public, industrial and private service.

America's outstanding efficiency awards are the Detroit News Trophy, and the Aviation Town and Country Club Trophy. Stock model Bellanca monoplanes have captured the former three times, and the latter five times, winning both trophies on every occasion Bellancas were entered. In the most recent Bellanca victory, at the Cleveland National Air Races, these sturdy six-place cabin monoplanes took 5 First, 2 Second, 3 Third and 2 Fourth Prizes, including the new Cleveland-Buffalo Efficiency Trophy. It is a remarkable tribute to Bellanca that, when measured on combined speed, carrying capacity and quick take-off, airplanes of the same design have so repeatedly demonstrated their superiority—essentially the original Bellanca design.

More than that — Bellanca efficiency has been proved over and over by the historic Bellanca transatlantic flights, the world's distance and endurance records, the American endurance and load-lifting records, established by famous Bellanca pilots. But the most significant fact is that *all these proofs of performance only confirm what every Bellanca owner knows — that Bellanca monoplanes in daily use, year after year, are consistently providing safe, dependable and economical air transportation.*

All of the original features produced by G. M. Bellanca are now summed up and perfected in the master design of his career — the new 1930 *Pacemaker*, built as only Bellanca can build, powered with the Wright Whirlwind 300 engine. Fly in the *Pacemaker*, and you will learn how Bellanca engineering has outrivalled everything else in the single-engined class. Distributors from coast to coast. Bellanca Aircraft Corporation, New Castle, Delaware.

Pacemaker Specification: Six-place cabin monoplane. Dual control Luxurious appointments. Structural strength 12% greater than Dep't of Commerce requirements. High speed, 145 m.p.h. Cruising speed, 122 m.p.h. Payload (with pilot), 1235 lbs. The Bellanca Seaplane performs at a high speed of 130 m.p.h.; cruising speed, 110 m.p.h.; payload (with pilot), 1235 lbs. Both types built under U. S. Dep't of Commerce Approved Type Certificate No. 129.

BELLANCA

Marblehead Closes a Record Season

(*Continued from page 52*)

were very much pressed for time and there were no open dates until after Labor Day.

Two new 25-raters were added to Class Q the first of the season, *Cara Mia* for Harold S. Wheelock, designed by Frank C. Paine, and *Questa*, from the lines of L. Francis Herreshoff for C. H. W. Foster. Both showed a further development towards speed in the class. When the breeze had plenty of strength *Questa* was unbeatable by the others of the class; while the *Cara Mia* undoubtedly was the fastest all-round "Q" in the fleet, and would have captured the majority of the championships except for two disqualifications.

Twenty-three races composed the championship schedule of the season — a dozen under the colors of the Corinthian Yacht Club; half a score given by the Eastern Yacht Club; and a single open regatta by the Boston Yacht Club of Midsummer Week. Besides the club championships in the regular classes of the Marblehead racing, the Corinthian Yacht Club, through the generosity of its flag officers and members, offers each year trophies in the season's racing in all the classes, to include the combined races of the Boston, Corinthian, and Eastern Yacht Clubs. Thus the yachtsmen of Marblehead race each season for three championships; the club championships of the two clubs, and the season's championship. The winners of the latter championship prizes for 1929 were:

Santry Trophy, Bar Harbor 31-Footers, Albert W. Finlay's *Zara;* Welch Trophy, Class Q, 25-Raters, Charles Francis Adams' *Bat;* Pitcher Trophy, Class R, 20-Raters, Raymond W. Hunt's *Menace IV;* Class X Trophy, 30 Square Metres, Charles A. Welch's *Yankee;* Cleghorn Trophy, Herreshoff "S" Knockabouts, William H. Potter, Jr.'s, *Teal;* McQuesten Trophy, Triangle Class, Miss K. Frances Pitcher's *Periwinkle;* O'Donnell and Eastern Team Match Trophies, Marblehead-Buzzards Bay Knockabouts, B. Devereux Barker, Jr.'s, *Endeavor;* Proctor Trophy, Class O, 15-Footers, Robert Phillips' *Kayo;* Carlton Trophy, Class T, 14-Footers, Misses Marion Leeson and Catherine Tappan's *Oolong;* William Trophies, Brutal Beasts, All Divisions; First Division, Wells Morss' *Bantam;* Second Division, John J. Perkins' *Sea Beast;* Third Division, Elizabeth and Donald C. Watson, Jr.'s, *Wamsutta.*

Following are the figures on the championship standing in the seven larger Marblehead classes, giving their standing for the club championships of the Corinthian and Eastern Yacht Club, and for the season:

BAR HARBOR 31-FOOTERS

	Eastern	*Corinthian*	*Season*
Astrild	.491	.575	.561
Indian	.375	.191	.259
Mingo	.677	.650	.627
Zara	.742	.778	.772

CLASS Q, 25-RATING

Bat	.768	.685	.733
Cara Mia	.690	.689	.707
Falcon	.480	.471	.485
Hope	.344	.391	.351
Hornet	.483	.666	.592
Leonore	.339	.307	.318
Lorelei	.249	.193	.208
Nor'easter V	.451	.685	.568
Norn	.574	.664	.613
Questa	.784	.440	.607
Sunbeam	.047	.020	.031
Tartar	.616	.459	.552
Taygeta	.414	.379	.382
Venturer	.706	.735	.705

Silvery wings and fuselage, long slim lines, and bird like grace distinguish this Ryan monoplane

FABRICS . . .

as Smart as the Plane they decorate

COULD ANYTHING look more luxurious and secure than the smartly decorated cabin of this Ryan Monoplane? In this swift-winged coupé of the air one can tour through the skies with all the comforts of terrestrial travel.

The color ensemble is blue and silver. Schumacher fabrics in blue and silvery-white, used throughout the interior, give just the right note of color to the silver-finished exterior. Both materials are very serviceable—although woven in the special light weight which is such an important item in airplane upholstery.

The modernistic swirl pattern used to cover the seat and lower walls was created by a leading contemporary designer.

The ceiling fabric relies upon weave alone for pattern—alternating threads of silver and blue.

• •

Schumacher presents a varied selection of fabrics especially suitable and practical for airplane interiors. Smartly simple in design and of a superb quality that fits them for intensive service . . . modernistic rayons, Rodier patterns, reps, damasks, moiré and a wealth of weaves and patterns created by prominent designers.

Because interior decorating is as important in finishing the modern airplane as in furnishing a house or apartment—we have opened a special department devoted to fabrics for airplane use.

F. Schumacher & Co., Dept. S11, 60 West 40th Street, New York, Importers, Manufacturers and Distributors to the trade only. Offices also in Boston, Chicago, Philadelphia, Los Angeles, San Francisco, Grand Rapids, and Detroit.

The two fabrics shown here—from Schumacher's department of airplane decoration—combine light weight with wearability. A special weave for airplane use

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The New Vedette

Powered by

BUDA

The New Vedette is a distinct advance in motor boat design. It is a smart, compact 30-footer, sleeping four, with a sustained speed of 18–20 miles per hour.

This ideal combination of runabout and cruiser is built complete by The Elco Works, Bayonne, N. J. — and is sold at a most moderate price.

Such a craft demanded a dependable power plant capable of continuous speed. The Buda 85 h.p. was selected because of its unbroken record of reliable performance.

Buda Marine Engines make fast friends with yachtsmen, for quality is "built in." With a Buda you can literally "forget the engine." Ask for Bulletin No. 580 which gives you full particulars on all Buda models.

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THE BUDA COMPANY

Established 1881

HARVEY (Chicago Suburb) ILLINOIS

BUDA MARINE POWER

CLASS R, 20-RATING			
Bonnie Lassie	.132	.100	.108
Ellen	.264	.192	.242
Gypsy	.771	.648	.718
Mary	.181	.105	.152
Menace IV	.811	.723	.770
Rebel	.158	.333	.248
Robin	.685	.438	.558
Ruweida V	.594	.538	.568
Vengeance	.154	.120	.141
CLASS X, 30 SQUARE METRES			
Oriole	.169	.750	.476
Rima	.746	.549	.647
Tipler III	.625	.704	.685
Visitor	.175	.138	.174
Yankee	.833	.740	.758
Zui	.271	.245	.243
HERRESHOFF CLASS S			
Alpha	.446	.382	.401
Aminta	.558	.262	.373
Barracuda V	.643	.666	.665
Dolphin	.338	.473	.440
Fandec II	.436	.397	.421
Janabe II	.262	.245	.266
Nightmare	.382	.365	.379
Rocket	.148	.165	.149
Roma	.711	.698	.714
Rowena	.536	.242	.384
Sabot	.500	.275	.408
Sally Anne	.626	.452	.529
Sandust	.399	.468	.446
Sea Dog	.693	.717	.725
Sea Fox	.109	.161	.143
Sturdy Beggar	.435	.434	.423
Teal	.649	.797	.734
Tinker	.598	.510	.629
Widgeon	.479	.390	.432
Woodcock	.495	.759	.637
TRIANGLE CLASS			
Alito	.356	.134	.244
Allegro	.280	.238	.267
Ann	.243	.157	.185
Anna Lee	.000	.147	.097
Avanti	.560	.299	.402
Con Con II	.736	.838	.784
Hill Dill	.533	.693	.626
Larch III	.408	.404	.434
Marianette	.442	.304	.385
Menikoe	.374	.586	.466
Periwinkle	.811	.856	.844
Pronto	.691	.710	.711
Vagus	.542	.532	.508
Wheenaw	.340	.308	.306
MARBLEHEAD-BUZZARDS BAY KNOCKABOUTS			
Balek	.301	.167	.214
Caprice	.517	.729	.641
Comet	.422	.526	.478
Cygnet	.448	.385	.427
Endeavor	.761	.784	.748
Evanthia	.664	.485	.559
Jackanapes III	.531	.562	.568
Kiowa III	.650	.609	.635
Kuma	.442	.444	.436
No Name	.309	.137	.223

The Northeast Harbor Fleet Has Its Most Successful Year

(*Continued from page 60*)

Club, East Blue Hill, and presented prizes to the winners of the morning's race.

The most interesting special event was the George Davenport Hayward Memorial Cup Race, participated in by 50 yachts on August 17th, the anniversary of the former commodore's death. The race is sailed as a Marblehead chowder race, all yachts sailing on handicap around the seven-mile course. Class S sails as scratch, allowing the "A's" 6 minutes and 30 seconds, the "B's,"

LEADERSHIP That is Ever Increasing

In these modern plants, covering 74 acres, Chris-Craft are built by the famous Chris Smith and Sons Boat Company. Everything—hulls, motors, fittings—are made on the premises. There is only one Chris-Craft.

"LOOK—it's a Chris-Craft". That's what everyone exclaims whenever a gleaming mahogany motorboat flashes by, for here is the one name in motorboating that means outstanding performance, beauty, and safety. Chris-Craft are the sportsman's choice for their background of trophy winnings innumerable. They are social favorites everywhere—a distinguished craft, with the most famous name in boating. And no matter what type of a boat the owner wants, there is a Chris-Craft in the beautiful fleet of 18 models to meet his desires—the only complete coverage of the field offered by one manufacturer.

Chris-Craft has built this enormous public acceptance by forty-three years of unquestioned leadership. Today, a Chris-Craft offers the boating enthusiast the greatest value known. Modern straight line production, in great plants covering 74 acres, has put a Chris-Craft within the reach of thousands. Year after year, the demand of Chris-Craft owners is carrying production schedules to new high levels.

This deserved popularity is due to a single reason—there is only one Chris-Craft, the aristocrat of motorboats.

Now is the time to consider your boating requirements for Southern or Spring delivery. Avoid disappointments by placing your order now. See your Chris-Craft merchant or write us direct for illustrated catalog describing the Chris-Craft fleet of eighteen models.

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18 MODELS
Runabouts
Sedans
Commuters
Cruisers

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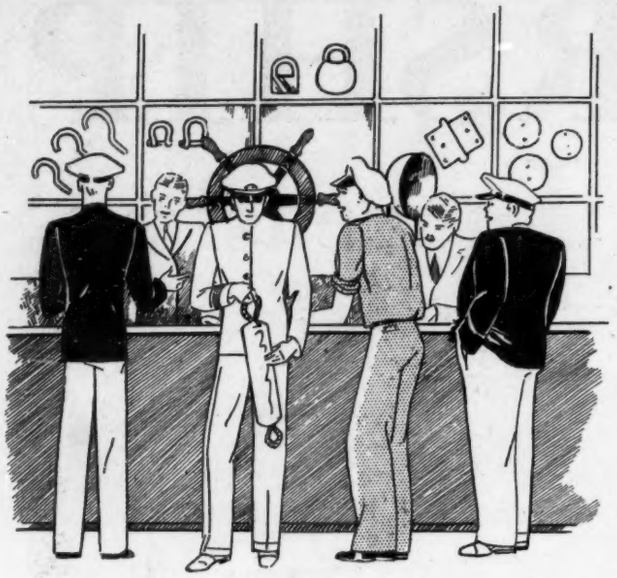
World's Largest Builders of All-Mahogany Motor Boats

22 to 38 feet
30 to 45 Miles an Hour
82 to 225 Horsepower
8 to 26 passengers
$2235 to $15,000



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When two thousand yachtsmen drop anchor in south Florida, they want intelligent supply service -- a store that understands boats.

In twenty-two years we have learned that boatmen need an especial service. Our organization is solely devoted to supplying their requirements.

You will find our Miami and Palm Beach stores completely stocked with every item that would keep a craft shipshape for the southern season.

THE HOPKINS - CARTER HARDWARE COMPANY

Marine Supplies

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139 South Miami Avenue

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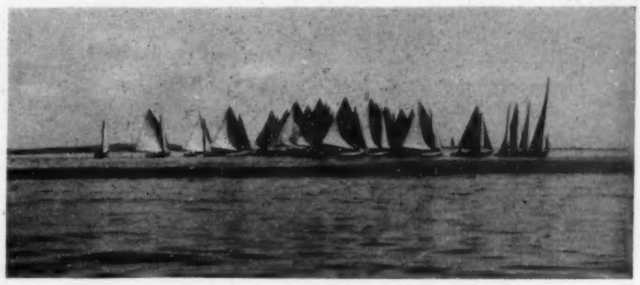
8 minutes and 30 seconds, and the "O's" and "MDI's," 17 minutes. The first ten to finish were as follows:

Place	Yacht	Owner	Class
1.	*B'rer Rabbit*	David Rawle	B
2.	*Ace*	Henry Stebbins	B
3.	*Fourteen*	John G. Bates	B
4.	*Panick*	Mrs. Wm. Jenks	O
5.	*Couple o'Clubs*	Mrs. Fred Jordan	O
6.	*Atlanta*	E. B. Dane, Jr.	A
7.	*Spindrift*	F. O. Spedden	S
8.	*Witnit*	L. J. Brengle, Jr.	B
9.	*Seven*	C. W. Morris	A
10.	*Fourteen*	Richard Sears	MDI

Twenty-seven yachts of the A and B Classes entered the special 18-mile ocean race for the cup donated by



Waiting for a breeze at the starting line.

the Southwest Harbor Village Improvement Association. These two classes sailed as one and the winners were:

Place	Yacht	Owner	Class
1.	*Constance*	C. C. Zantzinger, Jr.	A
2.	*Tsana*	Wm. J. Strawbridge, Jr.	A
3.	*Witnit*	L. J. Brengle, Jr.	B
4.	*Ace*	Henry Stebbins	B
5.	*Atlanta*	E. B. Dane, Jr.	A

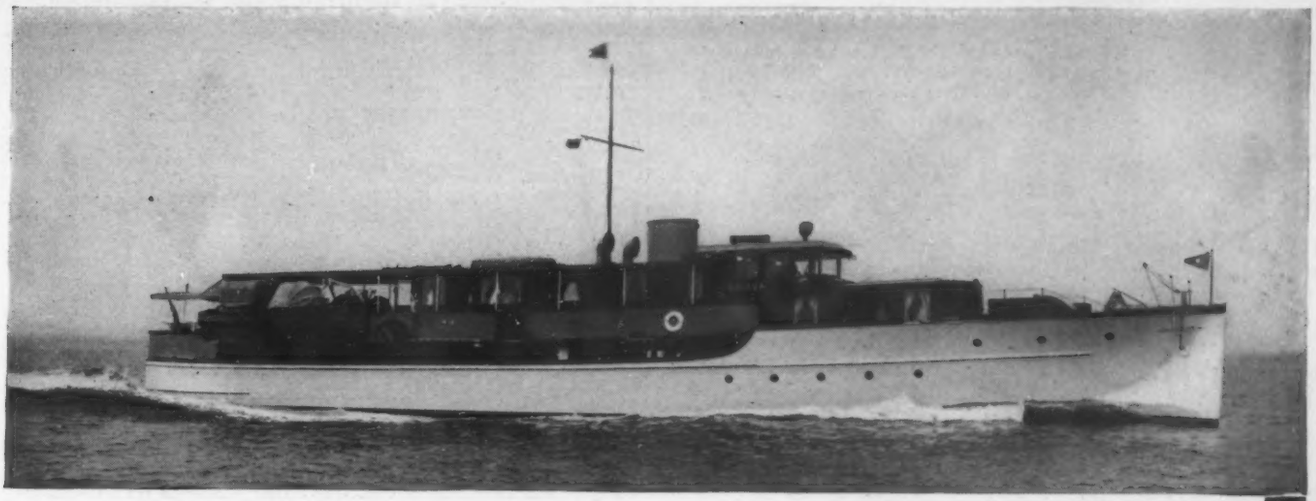
The Labor Day Novelty Race found 18 entrants, nine of both Class A and Class B. The conditions stated that skippers must report to the committee boat with yachts in seamanlike condition, all required equipment aboard, light sails in stops, etc. Drawings were then made assigning skippers to a boat as drawn, so that no one might sail his own boat. Only the skipper himself was allowed aboard. L. J. Brengle, Jr., won the famous "tin cup trophy," sailing Malcolm Stanley's *Velox*.

Ten Class A boats entered the Seamanship Race for the Wheelwright Cup. This race was open to anyone under 21 years of age and was sailed in a dense fog. All boats started from anchor, with sails furled. Secret instructions containing the course were opened and figured out on the warning gun. R. C. Robbins, Jr., won this event in his Class A boat *Kinglet*.

The second annual Northeast Harbor Fleet ocean race for large cruising boats attracted seven sailing yachts. The summaries for this event follow:

Place	Yacht	Owner	Type	Corrected time
1.	*Southern Cross*	Marshall Rawle	Ketch	4:45:55
2.	*Mydore*	F. Trubee Davison	Sloop	4:47:22
3.	*Sagamore*	E. W. Madeira	Sch.	4:51:39
4.	*Laura*	Arthur Peck	Sch.	4:59:07
5.	*Desiree*	F. E. Camp, Jr.	Sch.	4:59:59
6.	*Aleda*	W. H. Lippincott, Jr.	Sch.	5:09:51
7.	*Niliraga*	Gano Dunn	Sch.	5:59:20

Before the wind.



THE SOLANA reflects Consolidated's appeal to discriminating Yachtsmen

Here is a beautiful yacht, typical of Consolidated's capacity for adopting the individual ideas of the owner. Building only to order, Consolidated craftsmanship is thus given the latitude necessary to express your own taste and preferences. Jot down YOUR ideas and let us show you how advantageously they may be employed in a boat built to your individual requirements.

Speedway DIESEL ENGINE

The power plant you will ultimately select

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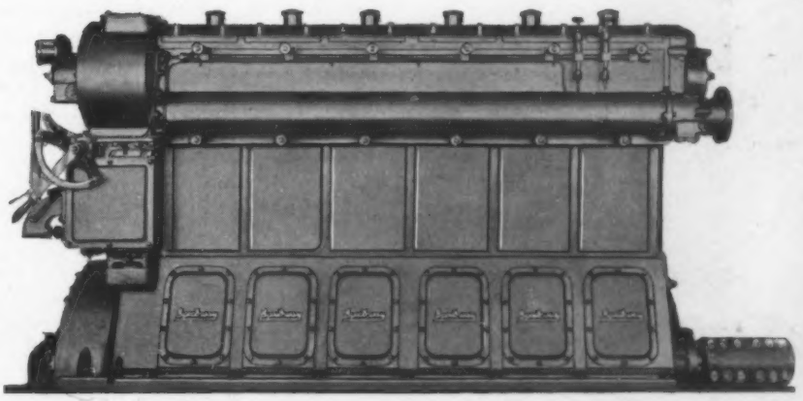

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MORRIS HEIGHTS, NEW YORK

THE "AMALFI" SET
consisting of 6 bath towels, 6 face cloths and 1 bath mat, is $60.00 including monograms.

A New Design with a Nautical Tang

VERY absorbent in texture and entirely new, is the "Amalfi"—Mosse's latest design in imported Chenille bath sets.

The Amalfi set will please the Mariner because every towel, face cloth and bath mat is bordered with billowing waves—in four harmonizing tones that typify the range from deep quiet waters up to the clear sky of a cloudless summer day.

A choice of six color schemes is offered—blue, green, orchid, rose, yellow, and peach.

UPON REQUEST
Mosse will gladly send samples of these towels in the full color range, or suggest a complete complement of linens for your ship.

NOTE THE NEW ADDRESS

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NEW YORK
NOV 1929
SPECIALISTS IN LINENS

The winners and runners-up for the July and August series were as follows:

		July Series	Per cent
Class A.	*Kinglet*	R. C. Robbins	91
	Daffydil	Mrs. H. Parkman	87.3
Class B.	*Velox*	M. N. Stanley	82.2
	Q.T.	John Tyssowski	82
Class O.	*Cheerio*	S. S. Drury, Jr.	89.7
	Couple o' Clubs	Mrs. F. Jordan	73.3
		August Series	Points
Class A.	*Alanda*	Wm. Cudahy	544
	Daffydil	Mrs. H. Parkman	538
Class B.	*Velox*	M. N. Stanley	550
	Ace	Henry Stebbins	479
Class O.	*Cheerio*	S. S. Drury, Jr.	498
	Oh-No	Marjorie Reilly	423
Miscellaneous Class.	*Aquilla*	W. B. Stebbins	517

Schooner *Progress* Wins Fisherman's Races

(*Continued from page 57*)

in under the beach until the *Story* stood out to sea and picking up a good breeze of wind swung around the mark. She rounded the home mark of the first round with a substantial lead as the *Progress* did not get the breeze until later.

At the beginning of the second round both boats were scuppers down in a 15-mile breeze and carrying all the sail they could swing. The *Story*, though larger than the *Progress*, failed to gain more than 20 seconds in the six-mile reach of the first leg. On the following six-mile run down to the Thacher Island mark the *Story* gained another minute and five seconds.

It was at this point in the race that the *Progress* began to gain an advantage. Both boats were having scupper breezes when they again began short tacking off Bass Rocks. The *Story* came out on the port tack and the *Progress* forced her about and lay right on top of the larger vessel. Had the *Story* tacked earlier there might have been a different outcome, but she waited too long and the *Progress* got right aboard her, completely blanketing her. It was some time before the *Story* could work clear, by which time the *Progress* was romping for the finish with a lead of about seven minutes. Working into a strong breeze as she neared the harbor, the *Progress* crossed the finish line almost ten minutes ahead of her nearest rival.

The finishing time of the four schooners was: *Progress*, 5:30:53; *Story*, 5:41:30; *Elsie*, 5:44:08; *Gorton*, 5:51:18. The *Progress* was awarded, in addition to the championship, one leg on the Davis Trophy; permanent possession of the Prentiss Trophy, $1500 in cash, and $650 cash to be divided among her crew. Each of the other crews also received a cash prize.

Professor George Owen, of the Department of Naval Architecture of Massachusetts Institute of Technology, and a well-known yacht designer, was on the *Progress* during all three races, handling the wheel for a good part of the time and otherwise assisting Captain Manuel Domingoes in sailing his schooner over the short course.

One of the results of the Labor Day race was the decision of sportsmen interested in schooner racing to build a vessel this winter to challenge the Canadians in 1930. A building fund was started by the donation of $20,000 by a New Yorker who summers at the Cape Ann fishing port, and several others have pledged sums. There is every indication that the entire amount estimated as necessary to build the proposed challenger will be collected without much difficulty.

The new schooner will be built at Essex, where the *Progress* and the *Story* were built. She will be about the size of the ill-fated *Columbia*, which Captain Pine sailed in the 1923 races off Halifax against the Canadian *Bluenose*. Captain Pine and Joseph Mellow, a Gloucester business man, are in charge of the building fund and the former will supervise the construction of the schooner.

The Rocking Chair Fleet protested, but . . .

Spin 'er . . . on a dime

We know the joy a sloppy landing brings into the lives of the rocking chair admirals on the club house veranda . . . but we have Dawn owners to consider too.

So electrical and gas controls and indicating instruments are conveniently located on a single heavy bronze panel directly in front of the wheel. The clutch levers of both engines are right there within easy reach. Put one engine ahead and the other in reverse and you literally "spin 'er." There is no time lost in wasted motion when maneuvering.

The Dawn 45 is more than a beautiful yacht luxuriously finished. She is an able sea boat as well, amply powered and mechanically perfect. Every detail for pleasure and comfort has been carefully worked out. She handles like a breeze.

We will gladly send literature to those who cannot visit our yard.

* * *

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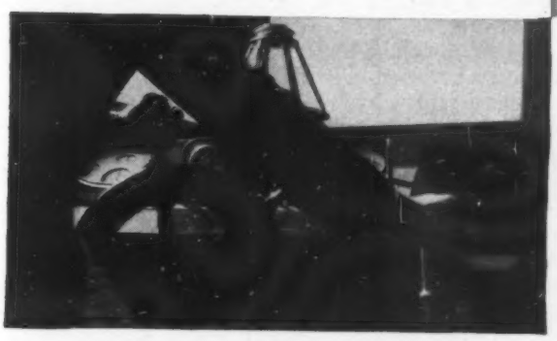
Clason Point, New York City
Established 1906 Tel. Westchester 7000

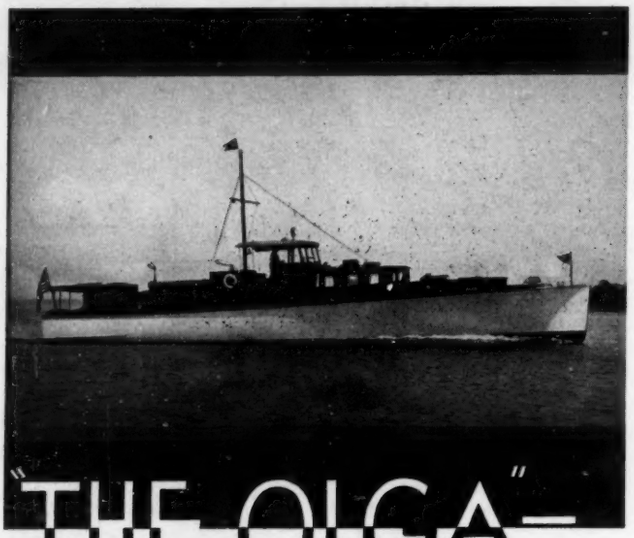


. . . the Controls on the Dawn are together

DAWN 45

Standard 45-footer 140 H. P. 14 miles ~ Special 48-footer 300 H. P. 20 miles
$16,900 ~ afloat at Clason Point ~ $23,800
Powered by Twin Lathrops

LUERSSEN YACHTS



"THE OLGA"—

LUERSSEN BUILT . . .
. . . MAYBACH POWERED

THE OLGA . . . built for C. Bai Lihme, Esq. . . . is one of the most beautiful Luerssen yachts afloat. 75′ overall, her graceful low lines . . . her streamline hull . . . the arrangement of her deck houses . . . give her an appearance of a much larger yacht.

Two owner's staterooms with two baths, large glass enclosed deck house, large bridge deck, pleasant after cockpit semi-enclosed, large forward cockpit and ample crew's quarters. The interior decorations were selected by Mrs. Lihme . . . adding just the personal touch that makes THE OLGA essentially Mr. Lihme's yacht, as is every Luerssen craft utterly and completely that of its owner.

THE OLGA is powered with two 600 h.p. directly reversible MAYBACH gasoline engines attaining a speed of better than 30 m.p.h. with absolutely NO VIBRATION OR NOISE at any speed.

We will gladly arrange a trial trip aboard a Luerssen yacht, or submit full particulars at your home or office

F. W. VON MEISTER • GENERAL AGENT

578 MADISON AVENUE, NEW YORK, N. Y.

"Say, Do You Smell Gas?"

(*Continued from page 73*)

very job in the engine room one morning we did not dare light the galley stove until night, even though we rigged the dinghy cover as a windsail and fanned and fanned with all our might with box covers. And that was with the big hatch wide open all day.

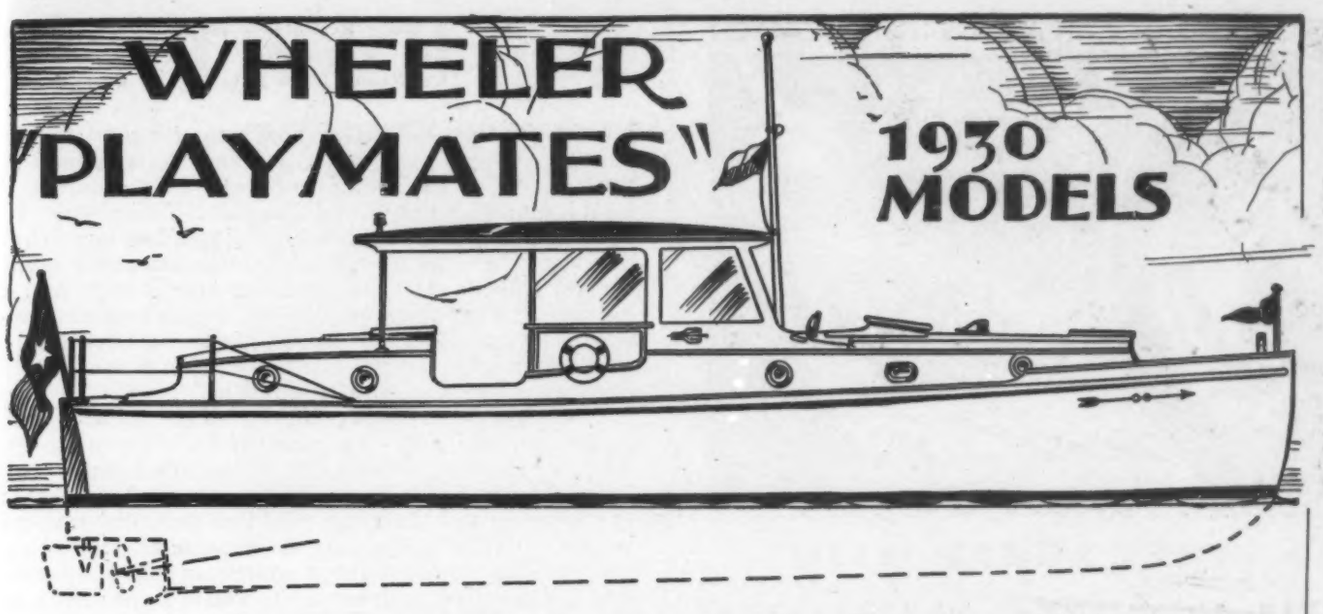
Stoves are another danger spot. As the underwriters say: "Galley stoves are liable to promiscuous, unskilled or ignorant operation more than any other piece of boat gear involving fire risk; it is important that such equipment be selected and installed with a view to minimizing both the personal and physical hazard." So take care to line the stove space with asbestos and metal and follow the underwriters' rules carefully.

Designers and builders should go far beyond the average practice of the day in the ventilating of bilges, particularly under the engine room. Most of the arrangements seen nowadays merely take the air from the upper engine room and stir it up; few draw the dangerous gas from the space under the floor and push it outside. Too many boats afloat have absolutely no positive ventilation of the engine room; what air moves in it comes down through a hatch, set way off in a corner, and goes to the carburetor. This is especially true of boats of forty feet or under in length. Where a ventilating trunk is fitted, it stops above the engine floor and really works only when the boat is under way. What is needed is a positive system with an exhaust fan drawing the air from the bilge and delivering it outboard. This fan should be placed in the upper part of the engine room and its motor should be so enclosed that no spark can reach any gas. Besides the exhaust fan, there should be a duct leading fresh air to a point low in the boat. It is not enough to pump air into the upper part of the engine room, for it will simply eddy around and do little good. The dangerous gas and air mixture must be drawn out by some positive means. An engine room that has been shut up tight for any length of time, particularly in warm weather, is dangerous.

Engine manufacturers have been attacking the problem from another angle and have developed efficient anti-backfiring devices and means of caring for any drip or overflow from the carburetor. A drip pan under the carburetor is a fine thing if its gauze or slotted covering is kept clean and free from dirt and fuzz; otherwise, a fire hazard may be created. The drip pan may be piped to the intake manifold and the suction will clear it of liquid in a short time. The exhaust line should be waterjacketed for at least several feet next to the motor, and care must be taken that it is properly cooled as it goes aft. It must also be well insulated where it passes through a bulkhead or close to any woodwork.

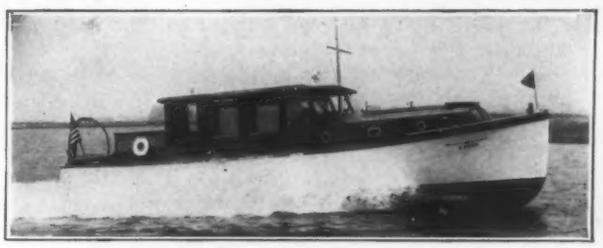
All electrical gear should be carefully wired. I remember one boat in which the electric fuel pumps were set close alongside the carburetor. The circuit was grounded through the engine and the feed wire was held by a lug and a single screw. It is easy to see that this screw might loosen from vibration, releasing the lug and letting the wire swing against the engine, causing a spark close to the carburetor. It might do no harm — but then, again, it might. Those fuel pumps should have been set against a bulkhead or somewhere away from the engine, and separately wired.

This may be the gasoline age, as is often asserted, and familiarity with it may have bred contempt, but the wise yachtsman will remember that gasoline and air make a dangerously explosive mixture and will take no chances whatever with it. When it was suggested that gasoline motors be introduced into the Navy to replace the old steamers, someone asked Rear Admiral "Bob" Evans what he thought of the plan. He replied, it is said: "Why not? We're used to handling explosives."



New 40-foot "Playmate" Senior

To fill the demand for larger "PLAYMATES," we have added this new model to our line of products. Latest in equipment throughout, essentially fast and a thorough seagoing Cruiser. This new boat will be available in single and double cabin and combination Sedan arrangements. Building facilities will be limited on this model, which necessitates quick action in order to assure early delivery. Immediate delivery on one double cabin, 18-mile boat, powered with Sterling Petrel. Price $10,750.



36-foot Combination Sedan

36-foot Double Cabin

1930 *MODELS*

39′ 11″ x 11′ — Single, Sedan and Double Cabin Models
36′ x 10′ — Single, Sedan and Double Cabin Models
33′ x 9′ 6″ — Single Double Cabin and Sport Models
29′ x 9′ 3″ — Single and Short Cabin and Sedan Models
26′ x 8′ 2″ — Single and Short Cabin and Sedan Models

$2,500–$12,750

We wish to urge the boat-buying public that in order to keep our efficient organization intact and to carry on our constant program of development and improvement in our products, we must have our orders entered as soon as possible to assure you early Spring delivery. *Don't wait for the Boat Show before buying.* You know now what you want. And don't go into Winter quarters until you have settled the important question of your next Summer's "PLAYMATE."

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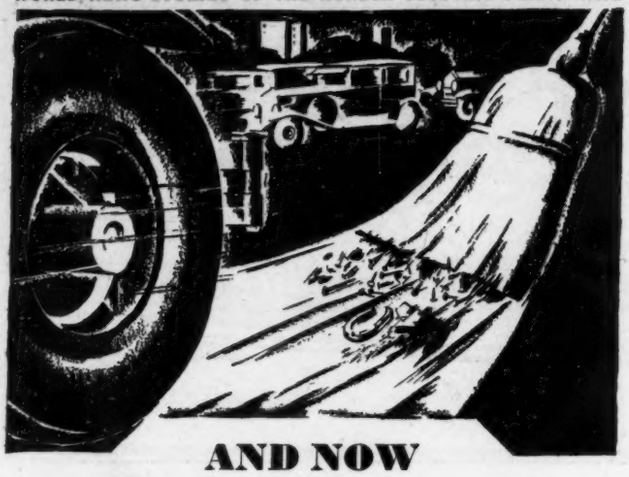

AND NOW
THEY SWEEP WITH
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THEY are doing it in Cleveland, Ohio—swiftly, dustlessly sweeping up the nails and spikes that threaten the plump security of the pneumatic tires on buses of the Cleveland Railway Company.

The brooms are powerful magnets carried by a truck which patrols the bus routes. And what a lot of destructive litter they collect! A single run of 15 miles over ordinary city streets has brought a haul of 263 pounds of metal, from carpet tacks to 8-inch spikes.

The magnetic sweeper makes its own electricity as it bowls along. Mounted in the truck body is a 1500-watt Kohler Electric Plant—compact, rugged, reliable; generating powerful 110-volt current as needed, without resort to storage batteries.

Light and power for yachts

This novel employment suggests the remarkable *versatility* of Kohler Electric Plants. Wherever the requirements are most unusual and exacting, in either emergency or everyday service, there you are apt to find the Kohler.

Yachtsmen use Kohler Electric Plants to generate "city" electricity—110-volt current, no storage batteries—permitting the use of standard motors and appliances. Some models supply 110-volt current direct from the generator and 32-volt current from batteries. Mail the coupon for data about models from 800 watts to 10 K. W.

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Gentlemen: Please send the Kohler Electric Plant catalogue.

Name..... Street.....

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The "Yank" in Yankee Ingenuity

(*Continued from page 66*)

who love to tinker — love to get themselves out of their own scrapes; who can lay their hands on a dozen improvements of their own devising. They, too, have established a personal relationship. There may be nothing dramatic about a charge of gasoline in a cylinder, but it becomes dramatic when the firing of it holds the key to your safety, as sooner or later it will. And if you are the person who adjusted the carburetor, who learned to adjust it by trying, then you have established your personal relationship with your boat. Only experience can show how true this is.

It would be useless to point out all the things a man might do for himself on a power boat, — there are too many of them. Of course, the technically trained man has some advantage; he knows, in a general way, what can be done and what can not. But technical training is not the vital element in the exercise of Yankee ingenuity; it is much more a matter of the pioneering spirit. The sailing man has a measure of it; he has to, or he can not sail. And the power boat man needs more of it.

Now the real object of this spirit is not to fill the old hulk up with gadgets of every kind, though this may be one of the tangible results. The important thing is to get into the spirit of the game — something that the machine, alas, deters us from doing. Surrounded as we are by machinery and automatic devices, we become softer and softer and we are utterly helpless in the face of emergency. I do not relish the idea. It is both unsportsmanlike and dangerous; sooner or later we shall have to look out for ourselves and many of us, without a blessed leg to stand on, will go to the bottom or send someone else there instead.

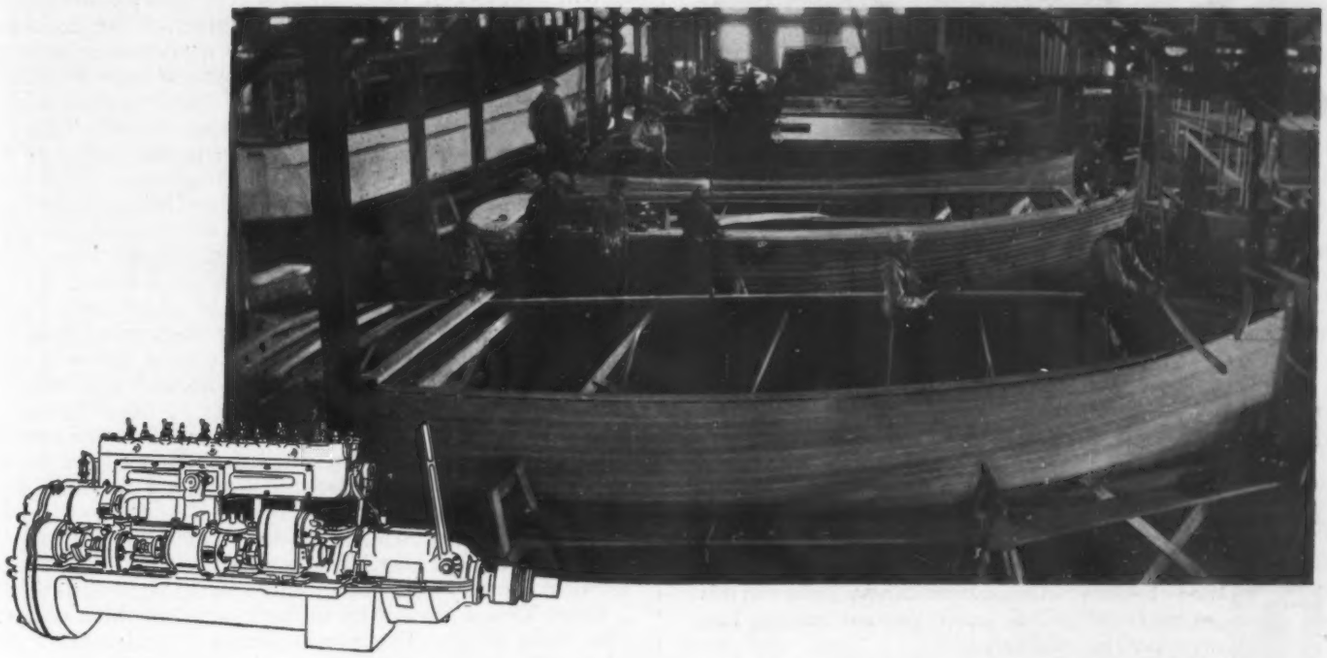
The corollary to our helplessness is that people are getting rich making us more helpless. Our purchasing, today, does not rest on quality, performance or competitive merit; we buy on looks, swagger, shiny varnish. We go down to defeat gladly in a battle where sales resistance is measured merely in terms of the minimum down payment that we can swing. And then we go off in our brass-and-mahogany egg shells under the impression that a pocket atlas is all that is necessary to make navigation exact and safe.

What a pity!

Here is the great old ocean heaving away just as it did when Noah took his first departure. The same kind of waves, the same winds — nothing much changed except the equipment and the passenger list. No amount of fancy paint or automatic devices can make the element itself any different. But I am afraid that in comparison to Noah we are, on the whole, a pretty poor lot. Not only did he face and conquer strange problems of navigation and seamanship, but he did this when distracted by a host of moral problems as well. Doctor, lawyer, dominie, commissary expert and sea captain, the old chap set us an example which I must say we should be humiliated to contemplate.

So, the cultivation of Yankee ingenuity offers redemption from the slovenly and haphazard ways into which too much money and too little knowledge are leading us. If you are not mechanically inclined, reading books or just wishing will be of no avail. But you can establish a habit of doing things for yourself, even if they are done clumsily and inefficiently. There's a barrel of satisfaction in it, too. And in a little while you will begin to get a new slant on boating — you will not be ashamed to say that you can not sail. Besides, for the first time, you will be getting your money's worth!

STANDARDIZED BOATS



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ZR2 — 2-cylinder	18 h.p.
ZR3 — 3-cylinder	30 h.p.
ZR3 — 4-cylinder	40 h.p.
F2 — 2-cylinder	18 h.p.
F3 — 3-cylinder	25 h.p.
F4 — 4-cylinder	35 h.p.
F6 — 6-cylinder	50 h.p.
NK2 — 2-cylinder	25 h.p.
NK3 — 3-cylinder	35 h.p.
NK4 — 4-cylinder	50 h.p.
NK6 — 6-cylinder	80 h.p.
Little Huskie — 4-cyl	15 h.p.
Power-Boy Six — 6-cyl.	40 h.p.
P. A. L. — 4-cylinder	25 h.p.
Lycoming Straight 8	115 h.p.

THE boat you will sail next summer is building now.

Before you select her you are going to carefully study every detail. Cockpit, bridge and cabin arrangement you will be able to see with your eyes shut. You will quote hardware, equipment and accessories complete without glancing at the specification sheet.

But how about the engine?

Ask the builder to equip her with a Palmer. He will gladly do so for he knows that Palmer Engiers are dependable under all conditions and *actually deliver* their rated powers. Their performance reflects credit to the boat he builds.

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Write or call there for details.

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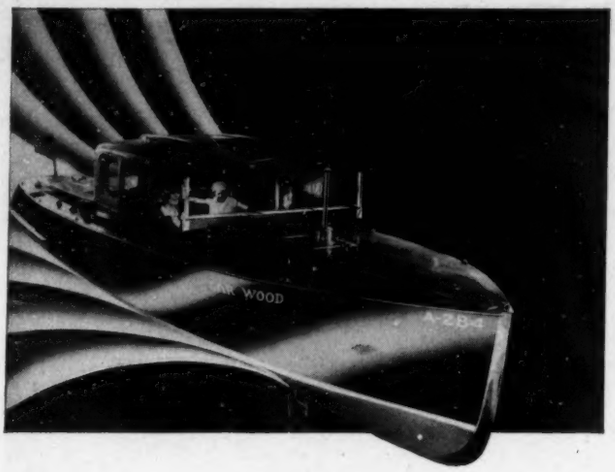

Now here's a truly handsome thing to do

PERHAPS there is ONE extraordinary person in this world to whom you could present nothing less than an extraordinary gift.

In years gone by a fine motor car might have expressed your tenderest emotions and abiding thoughtfulness. Some jeweled trinket may carry regard in terms of money spent. But THOUGHTFULNESS, the essence of giving, is not so casually satisfied.

So, if this very princely gift is for the kind of person we think it is, may we suggest the sleek, sophisticated, tremendously sporting Gar Wood?

And if a runabout is the thing, you may depend upon it that the Gar Wood is just the kind of boat you'd expect Gar Wood to build.

After all, it's PLEASURE you want to give—and that includes satisfaction—now, and for years to come.

And note this too—EVERY CHRISTMAS GAR WOOD WILL BE A 1930 MODEL—just like the boats that will be shown at the New York Motor Boat Show in January!

"You can't hang a Gar Wood on a Christmas Tree", we are reminded. . . .

Nor, for that matter, could one drive it about the drawing room.

But we do send you a beautiful little mahogany box with a silver plate bearing the name you select for the boat, or the proud owner's initials, as you wish.

In this gift box are the keys to Gar Wood and a handsome gift card that tells the recipient where this little dream-ship is. She may be delivered in southern waters, on the west coast, the Riviera; on Christmas, a month from Christmas or in the spring. Any time and any place.

That makes your gift even a more glorious surprise, doesn't it?

These Christmas Gar Woods (all 1930 models) are priced from $2,950 to $12,950 and rated at 30, 40, 50 and 55 miles per hour.

GAR WOOD *Inc.*

THE GREATEST NAME IN MOTORBOATING

417 Connecticut Ave. Detroit, Michigan

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The Cruise of the *Alice*

(*Continued from page 49*)

We had not intended to anchor at Plymouth or to stop at Montserrat, but, finding a very heavy trade wind blowing in the channel beyond Montserrat, we decided to lay over there for the night. The wind was so strong that we would call it a gale here. It was at least 40 miles an hour and was too much for our comfort even with three reefs in the mainsail and a storm jib. We turned back, acting on very valuable advice passed along by a friend, who had told us of an old fisherman from the south coast of San Domingo who once advised him to have patience and make the trip in comfort, as the strong trades never blow continuously. They may last for several days, but are certain to be followed by a period of comparatively light winds which will then gradually increase to another strong trade wind period.

However good the advice may have been, we were not able to follow it again for lack of time, and as a result, for days together, we did not bother to take the reefs out of the mainsail and mizzen or to remove the storm jib from the bowsprit, but furled them as they were at night with the knowledge that we should undoubtedly need them in our next day's run.

The coast pilot speaks of the "Guadaloupe Calm" which sometimes extends a hundred miles to the westward of Guadaloupe Island and which lasts for days at a time. This is caused by high mountains which deflect the trade winds. The native boats, I understand, go back and forth very close to the shore and are able, generally, to get a local land or sea breeze. When we were going south we encountered a slight calm belt about six or seven miles in length and abreast the middle of the island, but could easily have worked through it under sail alone, although we actually used our engine during this period. On the return trip I have never seen it blow harder than it did in the place where we were told to expect the "Guadaloupe Calm." The wind was off the land and the water, of course, perfectly smooth. With the engine going and nothing set but a double reef mizzen, the puffs would put our lee rail under and at one time we were afraid the sail would be blown away. The puffs came off the mountains, as they are said to do in the Straits of Magellan. They would hit the smooth water and pick quantities of it up, driving it along in spray extending 40 or 50 feet into the air and when one of these hit you it seemed as if it must have been blowing over 60 miles an hour. It is quite possible if we had gone twenty miles offshore to the westward that there would have been much less wind, but it was getting late in the afternoon and we were anxious to spend the night in the harbor of Anse Deshayes.

Lying about five miles to the south of Guadaloupe are "Les Saintes," a small group of islands which form a very excellent harbor. In the days of Admiral de Grasse, this formed a very important stronghold of the French in the French West Indies. The port of entry for these islands is Basse Terre, or Pointe a Pitre, and according to regulations we should not have been permitted to land, as we came from Dominica, but a little diplomacy, with the suggestion that if we could not land we, of course, could not spend any money in their town, was sufficient to overcome all scruples. It is a wild and most interesting place, although perfectly protected from the trade winds and the heavy rolls which cannot get into the anchorage.

Our next stop was Roseau, in Dominica. I have described Les Saintes a little out of order as we stopped there on our way back. The American Consul in one of the ports we visited in Santo Domingo remarked that our cruise down the islands must have been very uninteresting since, after you had seen one of the West Indies you had seen them all. My guess is that he had

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AMERICA'S FINEST MARINE MOTOR OIL

GULFPRIDE OIL has been pronounced by several Motor Car builders as the finest lubricating oil ever offered to the public—

It gives unrivaled lubrication to all parts—contains minimum carbon content, and functions well in colder climates.

Great credit has been given GULFPRIDE OIL for its successful lubrication of the St. Louis Robin in its 420 hour endurance test.

In Marine engine lubrication, GULFPRIDE will give greater efficiency and last longer than any other oil in the world.

Sample on request

GULF REFINING COMPANY,
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A SPEED INDICATOR AND LOG FOR ANY BOAT UP TO 75 FEET AND ANY SPEED UP TO 60 MILES

THESE speed indicators are reliable. Different models are made for different types of boats, but all are dependable instruments, and accurate within 2%.

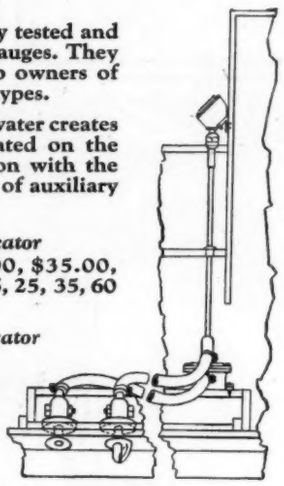
At a glance you can read your speed, and, if you wish it, your trip mileage and elapsed mileage as well. In navigating by chart and compass the speed indicator is a great help, and at all times it makes it a simple matter to hold your boat to her best running speed.

These devices have been fully tested and proved to be dependable gauges. They are giving valuable service to owners of small and large boats of all types.

Passage of boat through the water creates the pressure which is indicated on the dials. There is no connection with the motive power, nor is towage of auxiliary apparatus required.

National Marine Speed Indicator
4 Models, $25.00, $30.00, $35.00, $40.00, for speeds up to 15, 25, 35, 60 M. P. H.

National Marine Speed Indicator and Log
2 Models, $100.00 and $120.00, for speeds up to 35 and 60 M. P. H., and trip as well as total mileage.



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seen only the island in which he was living. As a matter of fact, there is a remarkable difference between every island we visited. This is what makes cruising in the West Indies so fascinating.

According to the coast pilot, the anchorage off Roseau, Dominica, can be had opposite Fort Young in 12 to 15 fathoms of water. This is very well for an ocean steamer, but a yacht will be much more comfortable anchored in six or seven fathoms considerably closer to the fort. Quite a little current sweeps by this anchorage and a roll works round the southeastern point of the island. It is absolutely a one-sided harbor, but safe enough in the winter.

We spent the Christmas holidays at Roseau, and from there we had a glorious sail across the Dominique Channel to Martinique. These islands, as a rule, do not have any outlying reef, as the water goes off quickly into great depths. For this reason it is safe to sail close to the shore. Before long we were passing the foot of Mont Pelee and then, much to our surprise, St. Pierre, not an abandoned city, as all accounts have stated, but as a thriving new town which is rapidly springing up out of the ruins. We did not stop but continued along to Fort de France where there is a really good and well protected harbor. Here I was fortunate enough to have a letter of introduction to one of the old French families, and as a result, we were received with the most delightful hospitality from one end of the island to the other. One of our friends, M. DePaz, owned the southern slope of Mont Pelee which he had cultivated as a sugar plantation. He was just completing a beautiful villa on the lower slopes of Mont Pelee perhaps five or six hundred feet above St. Pierre and overlooking the town and harbor. He said he had built there to encourage the people to come back and reoccupy St. Pierre in which he was apparently being successful. But I am fearful for their safety as I write this as I read in the press that Mont Pelee is again showing volcanic action and that the seriousness of the eruption has greatly increased.

We were greatly surprised to find how much more prosperous this French Island is than the adjoining British island of Dominica, and this in spite of the fact that thirty years ago the principal city, St. Pierre, was entirely wiped out, and all its inhabitants killed. Martinique has an excellent road system crossing the island in several directions and other roads following the shore line, both on the windward and leeward side. The scenery is beautiful, and the week we spent there was much too short to explore the island properly.

(*To be Continued.*)

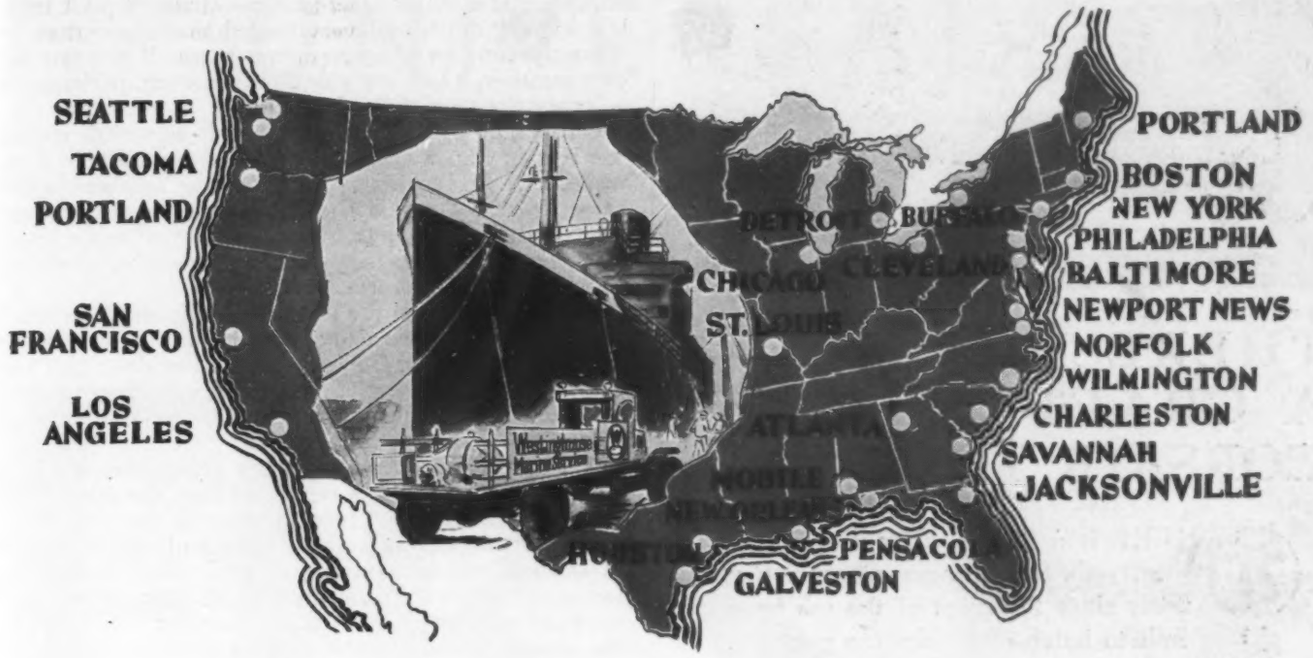
The Plymouth-Santander Race is Inaugurated

(*Continued from page 44*)

excuse for using space in describing her here. But it is such a relief to be able to say that here is a boat which is fast under most conditions of wind and weather that I cannot resist mentioning the fact. What is more, the old ship, bless her, is faster now than when she gave you people a fright some years ago on the way to Bermuda. The substitution of lead for iron ballast and some new hollow spars have done the trick.

Ilex must, by this time, be nearly as well known to ocean racing men as the *Jolie Brise*. The significant fact about *Ilex* is that she invariably has an extremely fast crew.

La Railleuse is a gaff-sail schooner built on the lines of the Loire pilot boats. This yacht was taken delivery of from her builders only 15 days before the start of the race. She was therefore at a tremendous disadvantage and it is impossible to say yet what she may be capable of when she is in trim.



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When a ship arrives in port in need of repairs, quick and dependable service is of the utmost importance. Postponed or cancelled sailing dates mean increased operating costs and the possible loss of cargoes, passengers, as well as the goodwill of shippers and the traveling public.

With its nation-wide organization, Westinghouse is admirably fitted to give the kind of service that the shipowner requires. Expert service engineers for steam and electrical machinery are available at a moment's notice, at any time of the day or night, in every important lake, river, and seaport in the United States.

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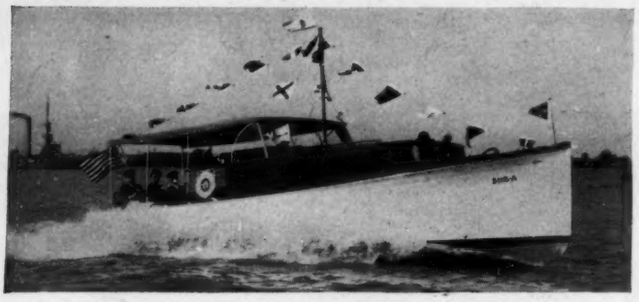

THERE WAS NEVER A CRAFT LIKE THE CORSAIR THIRTY-SIX

HERE is a finer and greater Corsair —thirty-six feet of pure pleasure that fairly sings the spirit of the sea from hull to hatch and plank to pennant. It has the same stout heart that has won an enviable reputation for other Corsairs; the same sea-going swagger that has set them apart from anything else that floats. And it has six more feet than they've ever had —six feet that draw its lines out to an even lovelier taper—six feet that make a roomier cabin, more luxurious cockpits both forward and aft—six feet that make every difference in the world in looks and comfort. Until you have seen and tried the new Corsair Thirty-Six, you can have no conception of all that it is possible to incorporate in a craft of moderate size and price.

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CORSAIR BOAT COMPANY
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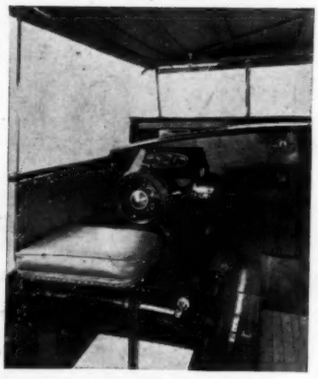


Easy to handle with remote steering control in forward cockpit. Unique "tattler" system records gasoline and oil supply. Folding seat for skipper. Streamline windshield, collapsible top.

Magnet is a cutter of the Bristol Channel pilot type, but so very much under-canvassed that she cannot be seriously considered as an ocean racer. If she got her own weather, a howling gale over the stern, perhaps she — (variations on the old theme).

On looking at the list of starters it was evident that the King's Cup was a gift for *Maria del Carmen Ana*, while, barring accidents, *Jolie Brise* or *Ilex* was bound to secure the Queen's Cup, unless *Neptune* surprised them both by proving this time to be as fast as she looks. A moderate southeasterly breeze prevailed at the start — which was not impressive.

Cetonia crossed on the line first, 1 minute, 29 seconds after the gun, followed by *Ailee* 1 minute, 56 seconds later; while *Serva la Bari* (thanks to her short rig) and *Maria del Carmen Ana* (thanks to her short crew) wandered across 6 minutes, 29 seconds, and 7 minutes, 2 seconds late, respectively.

The scratch boat, once she got going, soon made it apparent that she was a racer and that the other three were cruisers. Sailing a broad reach, she passed *Serva la Bari* standing, flew away from *Ailee* and caught *Cetonia* at the Eddystone, gaining five and a half minutes on her in ten miles. With this much said, there is not much more to tell concerning the big race for the boats. In the moderate and variable breezes which prevailed, the *Maria del Carmen Ana* ran right away from the others, finishing a day ahead of *Ailee* and *Cetonia*, and three days ahead of *Serva la Bari*. *Ailee* and *Cetonia* had more fun. They changed places twice before weathering Ushant, when *Ailee* drew ahead, but got becalmed in sight of the finishing line. *Cetonia* came up with a breeze and, although *Ailee* finished ahead of her by one hour, *Cetonia* won second prize on time by one hour. *Serva la Bari* was a bad last, being beaten as well by all the yachts in the small class, boat for boat, except the *Magnet*, with which yacht she had a very close race.

The finishing times for the big class were as follows:

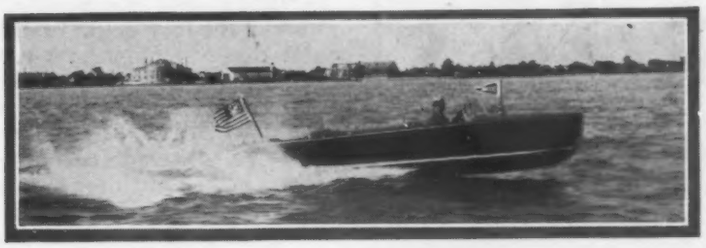
	Actual	Corrected	
Maria del Carmen Ana	28th. 14:26:30	28th. 14:26:30	1st
Ailee	29th. 10:10:32	29th. 7:52:47	3rd
Cetonia	29th. 11:04:10	29th. 6:50:25	2nd
Serva la Bari	31st. Not timed officially.		

It seems to me that the performance of the scratch boat is rather remarkable. In light and unfavorable weather, she covered the course of 435 miles in 50 hours, an average speed of 8.7 knots, or 209 miles per day. It will require a fast vessel to beat her in next year's Plymouth-Santander Race. I wonder if in 1930 the *Elena* will still be in these waters?

The smaller yachts had a better race. *Jolie Brise* made a racing start, crossing the line 12 seconds after the gun, with *Neptune*, *La Railleuse* and *Grey Fox* close astern, followed by *Magnet*, *Avocet*, *Guerveur* and *Ilex* in the order named, with *Ettsi IV* 5 minutes, 4 seconds and *Maria del Carmen* 5 minutes, 23 seconds late, respectively. *Neptune* soon passed *Jolie Brise* in the smooth water of Plymouth Sound; but in the jobble outside *Jolie Brise* went ahead again, only to be passed in turn by *Maria del Carmen* and *Guerveur*. During the afternoon the moderate southeasterly drew abeam and by evening it was ahead, falling light about 10 P.M.

The yachts made Ushant during the night and on sighting the light all of them, with the exception of *Jolie Brise*, stood away to the westward on the port tack, getting the tide on the weather bow. The *Jolie Brise* kept close in to the land, working slowly to the southward all night on the 26th and the morning of the 27th, in thick weather against light and fluky head winds. At noon, on the 27th, a nice southwesterly breeze cleared away the haze, and from *Jolie Brise* none of the other yachts could be seen. It was later ascertained that by her tactics in keeping inshore close to Ushant she had

UNIVERSALS



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THIRD

1

"Sea Rip." Dodge Sport Model, equipped with Universal motor, owned by Mrs. Cutler.

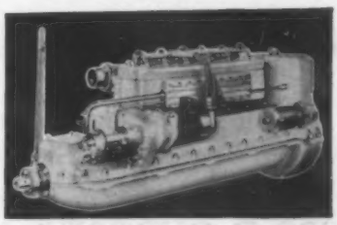
2

"Snooks," Dodge Sport Model, powered with Universal motor, owned by Benj. Fink.

3

"Jubilee," Dodge Sport Model, equipped with Universal motor, owned by Deering.

AT THE GOLD CUP RACES IN THE 22-FOOT AND UNDER RUNABOUT CLASS



This sweeping victory for Universal is emphatic testimony of Universal pep, Universal stamina, and Universal dependability. The Universal Six-85 is not a racing motor; it is an all-purpose, reliable marine motor for all-round marine use — but if it's speed you want, you'll find plenty of it under the sleek stream-lines of every Universal motor.

UNIVERSAL MOTOR COMPANY Dept. Y-11 Oshkosh, Wisconsin
New York Showroom: 44 Warren Street
London Showroom: 22 George Street, Hanover Square West

Universal MOTOR CO.

NOT CONNECTED WITH ANY OTHER FIRM USING THE NAME "UNIVERSAL"

UNIVERSAL MARINE MOTORS

BURROWS

American-Made Yacht Sails

ANGELA

PLEASE ORDER
YOUR SAILS NOW
FOR SPRING DELIVERY

GEO. R. BURROWS, Inc.,
2 South St., New York

Cable "Burrosails", N. Y.
Telephones Bowling Green 9062 and 9063

worked out a lead on the rest of the fleet of something like 40 miles.

The night of the 27th was calm and on the 28th the wind came out of the west with a high swell from the northwest and fine weather. The swells, though high, were of the long ocean brand which made for a comfortable day's sailing. At 8 P.M. on the 28th it fell a flat calm, remaining calm all night and until 10 A.M. on the 29th. A fine breeze then sprang up from the east and freshened, until, in the early part of the afternoon, *Jolie Brise* logged 18 knots in two hours. But the wind then got too much for her Yankee jib-topsail which was stowed and the baby jib-topsail set. By the evening, with the land in sight ahead, the wind commenced to lighten and at midnight it had fallen away to a flat calm with fog. But the last faint breathings of the wind had served to blow the *Jolie Brise* across the finish line, to find that she was first boat in.

Five hours later *Maria del Carmen* ghosted in, while, somewhere outside, *Ilex*, *Guerveur*, *Grey Fox* and *Avocet* drifted in the thick fog, looking for the entrance to Santander. These four yachts finished in the early hours of the morning within three hours of each other, and two hours later came *Neptune*, crossing the line in a fog so thick that she was not seen from the committee boat.

The arrival times of the small class were as follows:

	Arrived	Corrected	Place
Jolie Brise	29th. 22:05:00	29th. 11:27:00	1st
Maria del Carmen	30th. 2:56:54	30th. 2:56:54	5th
Ilex	30th. 3:42:00	29th. 16:35:00	2nd
Guerveur	30th. 3:54:00	30th. 00:16:30	4th
Grey Fox	30th. 4:36:00	29th. 20:59:35	3rd
Avocet	30th. 5:40:00	30th. 5:11:00	7th
Neptune	30th. 7:30:22	30th. 3:31:07	6th
Ettsi IV	30th. 19:10:21	30th. 16:01:57	8th
La Railleuse	31st. Not timed officially		
Magnet	31st. " "		

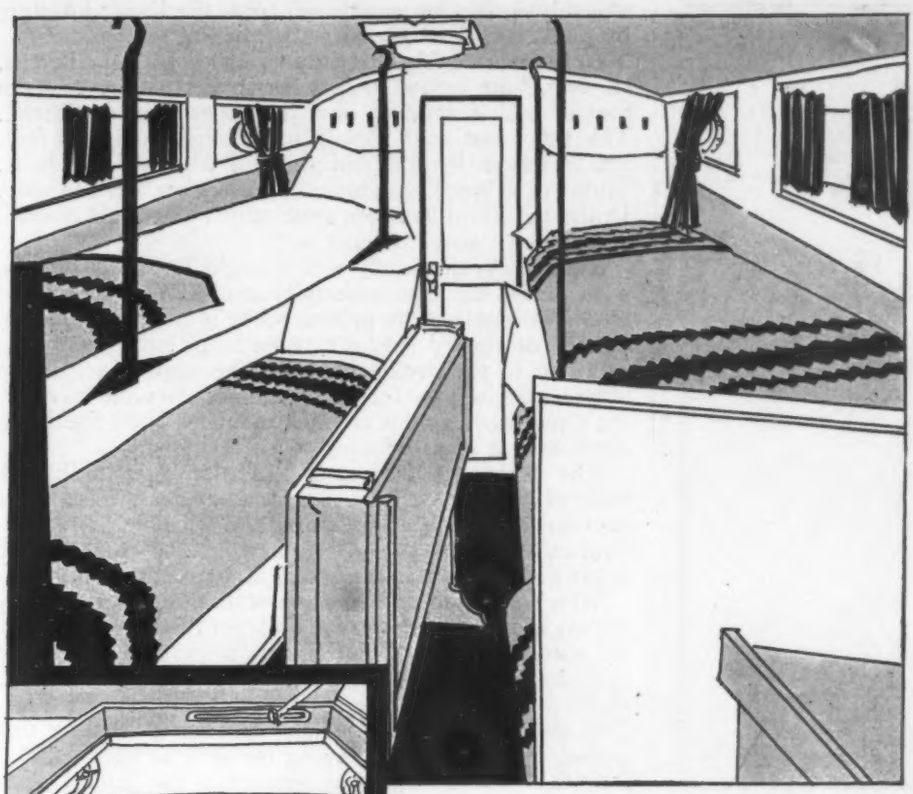
South-East — Twenty-Five Feet of Boat

(*Continued from page 85*)

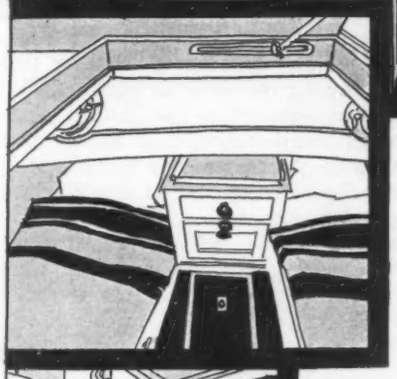
that only young and able men can stand. I looked around, found a couple of bearings and cog wheels, procured a chain wheel, and the main parts of my winch were assembled. With a knee braced on the fore hatch it should be worked quite easily. The other item is the placing of the spare booms, such as the spinnaker, in crotches above the bulwarks for a rail. Even on so small a boat it gives quite a feeling of safety in working on deck, and if sailing hard it gives a fine hold on the weather boom, going forward. It is also a fine thing to keep the deck free for its original purpose, instead of being encumbered by spares lashed down.

And now for the inside of her! As you know what a 26-foot boat is like, you have a pretty clear idea of the space that was at my disposal. The most unusual thing about the layout is that there is nearly full head room. But even with this, there was not much to be made from the few feet of length available. The principal considerations were: Good cooking arrangements with ample storage for food; comfortable sleeping accommodations for at least two persons; ample storage for odds and ends; separate toilet and washing facilities; a general arrangement for handiness under way, with a view to comfort and coziness when friends come on board in port.

To arrive at a satisfactory solution of all these requirements was by no means an easy task. The plans show how it was accomplished. First of all, I cut the forward and after parts of the ship entirely off by steel watertight bulkheads to insure plenty of storage space for ship gear, usually never considered when plans are drawn, but taking up a lot of room when the boat is afloat. Incidentally, I cut off the motor (and its in-



Roomy, well-sprung berths . . . plenty of fresh night air . . . and solid sleeping comfort!



Here is comfort, convenience . . . and privacy . . . for your guests.

A. C. F.

A cozy, pleasant place to dine . . . and linger after coffee.

There's room to prepare real meals in this completely fitted galley.

Bright white enamel . . . dependable fixtures . . . and more than enough room to turn around in!

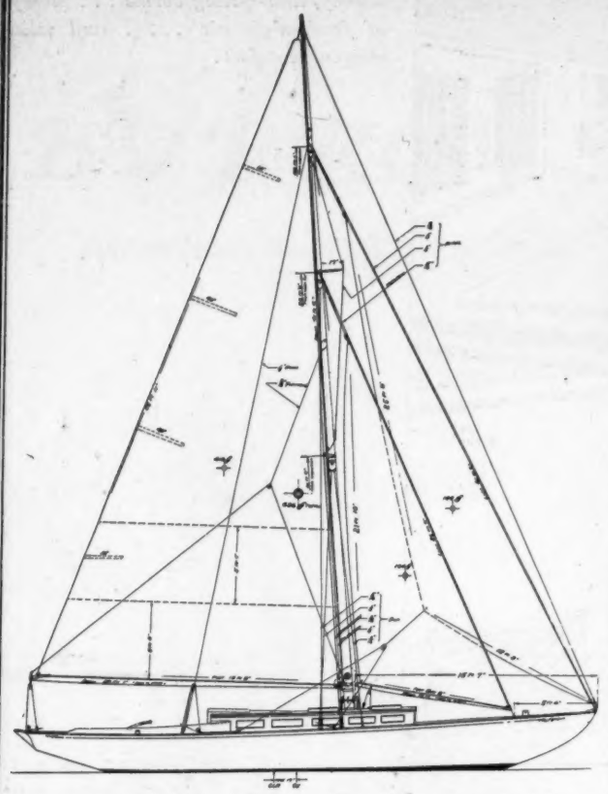
Where else can you get this value?

We believe that the A. C. F. 30′ double cabin cruiser gives you more *value* than any other cruiser of its type offered to you today. We've studied all boats of this size and type . . . just as you have . . . studied their good points and their bad ones. We've built the A. C. F. "30'" out of the things you want in a boat!

And there's certainly no mystery about it. A. C. F. has everything in the world at hand to give you an unusual boat. It has designing talent, engineering ability, building skill and a tremendous purchasing power. It offers all of them to you in the A. C. F. "30'."

Here are a few interiors . . . we'll gladly send the complete folder on to you at once!

AMERICAN CAR AND FOUNDRY CO.
217 WEST 57TH STREET • NEW YORK CITY



KALMIA'S BIG SISTER

The lines of *Kalmia* enlarged to 38 feet overall and improved by the designer, Olin Stephens, from his experience in the Gibson Island Ocean Race.

Kalmia, you know, was the smallest boat in the race, and not only won in her class, but beat many of the bigger boats and sailed through a storm to do it.

The Big Sister's dimensions are 37′ 5″ x 25′ 6″ x 8′ 5″ x 5′ 7″. Her rig is jib headed cutter with double head sail, which is the last word in fast cruising style. She has an engine to make her go when the wind fails and the tide is the other way.

She is of the type and size of racing auxiliary cruisers of which a number are being planned and which in a year or two will be the popular size for handicap and class racing on the Sound.

Because it is fast, it can be raced by two or three men; it can be sailed by a man and a boy; it can get home after the race without the help of a tow boat; finally it permits all the necessary accommodations for four to cruise in comfort.

For plans and description see October *Yachting* page 86.

We are building one now for a customer and solicit orders for duplicates.

We also invite orders for duplicates of *Kalmia*, the 30-foot sloop.

Minneford Yacht Yard, *Inc.*

City Island, New York

STORAGE REPAIRS
HOLLOW SPARS CONSTRUCTION

variably smelly surroundings) from the living quarters by placing it abaft the after bulkhead.

In the main cabin there are two wide transom berths, six feet, four inches long, with spring mattresses, the foot of each extending past the toilet room bulkhead. This toilet and wash room is quite large, being five feet, ten inches in length, and the full width of the boat. There is a large hanging clothes locker on one side. In the bulkhead between cabin and toilet room a small English coal stove is built in.

The galley, unusually well thought out as to details, is to port of the companionway, and is three feet, eight inches in length. The primus stove is hung in gimbals. On the starboard side are three large lockers running right up to the deck beams. In the upper part of the after locker is space for sextant, binoculars and navigating equipment, and a six-inch compass is on the bulkhead with a glass window to the cockpit.

The forecastle is forward of the steel bulkhead, entered by a hatch in the forward deck. There are shelves for lamps, spare gear, and the odds and ends that collect on every boat, no matter how small. Also, a spare pipe berth was worked in above a transom.

Now we come to the motor installation. As previously stated, it is completely shut off from the living quarters by a steel bulkhead, and is separately ventilated. The trap doors above the engine are of steel and are clamped down on rubber gaskets to insure a watertight job. The installation is somewhat unusual. A folding propeller, off center, was chosen for several reasons. One was that no aperture was desired in the lateral plane to spoil the sailing qualities; another, that the propulsive efficiency of the side propeller is approximately twenty percent greater than in the case of one working in an aperture. The third was that no reliable reversible propeller in this small size was to be had in Germany.

As a parting word, I beg you to look at my little *South-East* with a friendly eye and remember that she is a compromise, arrived at only after hard striving.

Outboard Championships Wind Up Racing Season

(*Continued from page 46*)

they must carry one or two passengers besides the driver, so most of the contestants in this class were glorified racing outfits, with some extra live ballast. Thus several fell by the wayside. The winner of both heats turned up in *Toodleoo*, driven by Douglas Haskins.

On the second day Doug Haskins and Col. Tooey scored heavily and annexed two championships each, the former taking Class A, Div. II, with *Flatiron* and a Lockwood motor, and Class C, Div. II, with *Toodleoo* and an Evinrude outfit. In both classes he took each heat. The doughty Colonel from Geneva, N. Y., annexed the Class D and Class E events, Div. I, with *Thorobred Baby*, Johnson equipped.

The big race of the day, 10 miles, for Class E, Div. II, went to another Geneva driver, Leo F. Davids, in *Miss Mystery*, Wilkinson in *Baby Whale* being second, but some distance astern. Both had Johnson outfits. Ross Maddocks, a hot favorite, missed a buoy on the turn and got a disqualification. Davids' time was the best of the regatta, 40.36 m.p.h. Class A, Div. I, went to *Strange Interlude* (the play was banned in Boston that week), driven by J. Sullivan. The Class B event, Div. I, was taken by Norman Kalat in *Tee Ta* with a first and second place, while Div. II was knocked down to Frank Myer in *Baby Whale* by reason of the faster time, Julius Herbst getting the same number of points, 761. Both used Johnson motors. Oliver Miner, in *Miss Boston*, with an Evinrude mill, took the Class C novice title, and Jake Dunnell, of Boston, annexed both heats of Class D, Div. II, for the championship, in *Flash IV*.

Of Interest to the Skipper

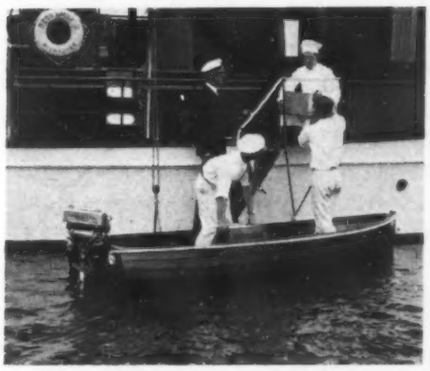
(*Continued from page 95*)

acting trunk piston type. Cylinders, heads, crank cases and liners are of close-grained chrome nickel iron. Steel through tie bolts, from top of cylinder to crank case, take all firing stresses. Liners are easily removable. Intake and exhaust valves, as well as injection valves, are mounted in removable cages in the heads. Inlet valves are special alloy steel forgings, exhaust valves are nichrome steel forgings and their cages are water-cooled.

Pistons are of aluminum alloy with six rings, and connecting rods are light drop forgings. Bottom end boxes are manganese bronze, babbitt-lined. Crankshaft is 11½ inches diameter and is of high carbon steel, drilled for pressure lubrication. Main bearings are steel shells, babbitt-lined. Camshaft is carried in a housing on top of cylinder block and is driven by a train of helical gears. It is of high carbon steel with drop-forged molybdenum steel cams.

Fuel pump is a 3-cylinder plunger type with steel cylinders and hardened and ground plungers. It is housed in with the hand high pressure fuel pump and the pressure regulating valve. These three fuel pumps discharge into the same manifold from which fuel is admitted to the cylinders through mechanically operated injection valves.

Lubrication is force feed. Water and oil pumps, of the reciprocating type and running at one fourth engine speed, are located on the forward end of the engine. They are gear-driven. The engine is equipped with air starter, operating on low pressure (250 lbs.) air, oil filter, oil cooler and intake muffler.



An Evinrude outboard makes this dinghy a motor boat.

Why Row?

In times not so long past, a trip ashore meant making a "white ash breeze" and, perhaps, a long pull against the tide. Nowadays the handy little outboard does the work, and the dinghy jogs back and forth between yacht and club float with no muscular effort on the part of the crew. The modern Evinrude abolishes distance in the harbor.

Monel Metal for Engine Beds

The discovery that Monel metal has the property of damping out engine vibrations was made more or less by accident in a series of experiments made with a 200-lb. motor in an Old Town canoe. Though it ran smoothly without load, the motor in the boat developed severe vibration. Substituting Monel for the wooden beds effectually killed this vibration. Later experiments in larger craft have confirmed the results of these earlier tests, it is declared. The metal is extremely rigid and is practically as "dead" as lead when it comes to conveying sound.

WHY FAMOUS MEN OF THE DAY USE BARBASOL

"It's the right play at the right time, that's why I use Barbasol"

KNUTE ROCKNE — Master and teacher of football, whose genius for developing wonderful teams has brought him undying fame.

"Barbasol has made brushing, lathering and rubbing as old-fashioned as the 'revolving wedge'. Without a mess, this modern shaving cream always gives me a smooth, comfortable and soothing shave in a fraction of the usual time."

Knute Rockne

TOMORROW morning suppose you try a Barbasol shave â la Rockne? You won't have to go into training for it: "R-e-a-dy beard?" "Ready!" "R-e-a-dy Barbasol?" "Ready is *right!*"

"Twee-ee-eet!" There goes the whistle!!

On sweeps the razor as fast as an All-American End getting down under a kick! Round right end! Round left end! Now the center!

Before the snappiest quarterback could bark out a set of signals your face is velvet soft, satin smooth and as cool as a concrete stadium seat on Thanksgiving day!

Here y'are! The Official 1929 Shaving Rules!

1. Wash your face. Leave it wet — we mean WET. 2. Spread on a modest coat of Barbasol. *Don't rub.* 3. Wet your razor and *shave.*

Game's over! And you're in the cheering section for life!

Think of it! No more lather-labor! No more need to run it in on your face! No more morning massacres! And longer-lasting blades!

Take 3 minutes time-out for a Barbasol shave tomorrow morning and see for yourself how quickly and smoothly the world's best beard-trainer will make your razor romp down the facial field for a touchdown!

The Barbasol Tube is built to play in the line — big and solid — at your druggist in two sizes, 35c and 65c. The Barbasol Co., Indianapolis, Ind.

Barbasol
For Modern Shaving
No Rubbing—No Lathering—No Labor

Barbasol Skin Freshener

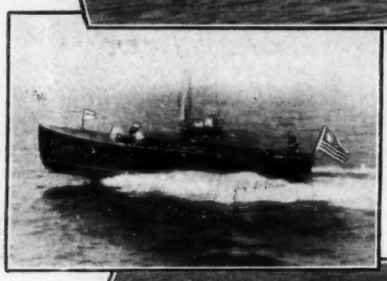
Douse it on whenever your face feels the need of freshening up. Instantly it's all a-tingle—for Barbasol Skin Freshener acts like a cold shower after a strenuous game. Try it!

BANFIELD SEA-SKIFF

Monarch of the Seas

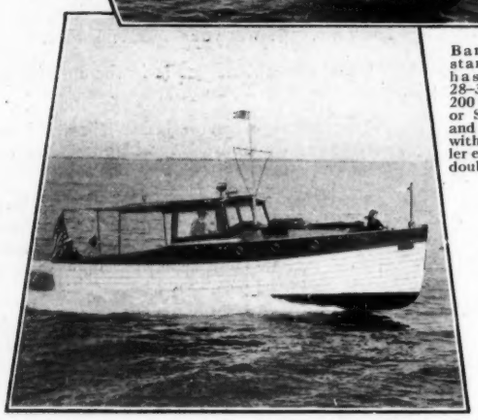
8 MODELS for 1930
Runabouts and Cruisers

$2750 and upwards



Banfield "32" Runabout, has a seating capacity for fifteen and speeds up to 33 m.p.h. with Kermath or Sterling 200 h.p engine.

Banfield "26" Runabout has a speed of 35–38 m.p.h. with 200 h.p. Kermath or Sterling engine, and 22–25 m.p.h. with 106 h.p. Chrysler engine.



Banfield "32" standard cruiser has a speed of 28–30 m.p.h. with 200 h.p. Kermath or Sterling engine, and 20–22 m.p.h. with 106 h.p. Chrysler engine. Single or double cabin.

Banfield "32" DeLuxe cruiser with forward cockpit. Speeds 28–30 m.p.h. with 200 h.p. Kermath or Sterling engine, and 20–22 m.p.h. with 106 h.p. Chrysler engine.

Safe and Swift

Ideal for Florida Cruising and Fishing

IF you are vacationing in the South this year you will want one of the 1930 Banfield Sea-Skiffs — eight models — three runabouts, 22, 26 and 32 feet, and five cruisers, three 32-footers and two 38-footers. Single and double cabins are available in both cruiser sizes.

Acknowledged to be the safest type of motor craft for all weather service, regardless of sea conditions, Banfield Sea-Skiffs are truly the monarchs of the seas. They embody the fundamental principles of the genuine sea-skiff dory, refined and adapted to modern marine styles. Clinker planked of mahogany on steam bent frames, Banfield Sea-Skiffs have an over-abundance of strength throughout, without sacrifice of speed, comfort or trimness.

The runabouts have spacious double cockpits, beautifully upholstered and generous seating capacity. They are ideal for off-shore fishing and make excellent yacht tenders or commuters. The most seasoned boating enthusiasts will delight in the remarkable performance of Banfield runabouts — smoothness, nimbleness, flashing speed and dryness at all times. Each model is available with several power-plant selections. Speeds up to 38 miles an hour, and a price range of $2,750 to $6,500 provide a model for every purse and purpose.

The cruisers, priced at $5,850 to $15,000 are available with several power choices and speeds up to 30 miles an hour.

Write today for illustrated literature

Attractive Deferred Payment Plan

BANFIELD SEA SKIFF WORKS INC.

SALES OFFICES AND PERMANENT EXHIBIT
277 Park Ave. Bldg. - ENTRANCE 302 LEXINGTON AVE. - New York City

PLANT: ATLANTIC HIGHLANDS, NEW JERSEY

LARGEST BUILDERS OF SEA SKIFFS IN THE WORLD

A Few Pieces

How many pieces of wood are there in a 26-foot runabout? Exclusive of the 4,160 plugs over the heads of the fastenings, a standard Chris-Craft has 664 pieces, according to a recent count. Did you know that there were that many, or that the number of fastenings was so great?

During the first six months of 1929 the Chris Smith & Sons Boat Co. used 964,916

Chris-Craft, and Kermath engines to be installed in them, in the shop at Algonac.

board feet of mahogany and 423,180 feet of other woods, 5,408,624 mahogany plugs, 108,932 gross of screws, 16,600 pounds of nails, 11,500 feet of Monel shafting, 24,270 feet of copper tubing, and 71,480 feet of nickel silver fender streak. For the upholstery, 13,150 square yards of leather and 20,000 pounds of hair padding and 34,000 pounds of kapoc were used. For finishing, 1,490 gallons of varnish, 4,860 gallons of paint and 775 gallons of copper bottom paint were required. Altogether a tidy little sum of items.

A Real Cruiser

Speaking of "tabloid cruisers" — and YACHTING has often done that — take a look at the latest from the Brooks Boat Co., of Saginaw, Mich. Here is a husky little

***Peggy,* a Brooks "tabloid cruiser," is a seaworthy job.**

round-bottomed craft, 20′ 6″ over all that was really designed for a seaworthy boat and yet kept simple for the amateur builder. Like all Brooks craft, she may be obtained in knock down form and put together by the home builder. Plenty of light and air in the comfortable cabin are assured by large windows on each side and by two hatches overhead. The cabin is 8′ 4″ long and, besides a berth on each side, contains a toilet and a galley space. There are lockers under the seat berths and a rope locker forward. The cockpit is roomy and the motor is housed in a well aft.

The motive power may be an outboard of either Class C, D or E, and the speed is from 11 to 16 m.p.h., the only restriction being the necessity for underwater exhaust.

Old Landmark To Go

At Baltimore, the old "Belfort Observatory," where many inventions have been worked out in the laboratory of Julien P. Friez & Sons, manufacturing and research division of Consolidated Instrument Co. of America, is to be replaced by a modern building. This will be of Italian Romanesque style, in harmony with the adjoining factory and office building. Belfort Observatory, the second oldest building in Baltimore, was about 175 years old.

White teeth may hide this bitter truth

NOBODY'S IMMUNE*

*Thinking all is well when teeth are white 4 out of 5 surrender to the disease-of-neglect

IF you would enjoy health and preserve your teeth don't let appearances deceive you. See your dentist at least once every six months. Have him examine teeth and gums and correct any faults. And start brushing gums vigorously when you brush your teeth, using the dentifrice that helps to firm gums and keep them sound, thus safeguarding them against disease.

Forhan's is such a dentifrice.

Such a simple regime will bring you peace-of-mind. It will protect you. For such diseases as Pyorrhea ignore teeth and launch an attack on neglected gums. If contracted, only expert dental treatment of long duration can stem their advance. They ravage health and often cause loss of teeth. And Pyorrhea alone takes 4 persons out of 5 after forty and thousands younger as its victims.

You will like Forhan's. Its taste is refreshing, cleansing. After using it morning and night for a few weeks you will see an improvement in the appearance of your gums. For this dentifrice helps to firm them and keep them sound. In addition, without the use of harsh abrasives, Forhan's cleans teeth and helps to protect them from decay.

Start brushing teeth and gums with Forhan's today. Teach your children this good habit which will protect their health in the years to come. Get a tube from your druggist. Two sizes, 35c and 60c. Forhan Company, New York.

Forhan's for the Gums is far more than an ordinary toothpaste. It is the formula of R. J. Forhan, D. D. S. It is compounded with Forhan's Pyorrhea Liquid used by dentists everywhere. You will find this dentifrice especially effective as a gum massage if the directions that come with each tube are followed closely. It's good for the teeth. It's good for the gums.

Forhan's

FOR THE GUMS

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS